County of Los Angeles
Regional Planning Commission
Airport Land Use Commission

May 9, 2007

Mr. Harold Roth, Director
Planning and Community Development
City of Hawthorne
4456 West 126th Street
Hawthorne, CA 90250-4482

Re: Airport Land Use Commission Action of May 9, 2007
Aviation Case RAV 2007-00002(2)

Dear Mr. Roth:

At their May 9, 2007 public hearing, the Los Angeles County Airport Land Use Commission (ALUC) reviewed the Hawthorne Municipal Airport Master Plan project for consistency with the Los Angeles County Airport Land Use Plan (ALUP). After considering evidence, the commission voted 5-0 to find the project consistent with the ALUP and approved findings and conditions of approval for the project.

If you have any questions please call David McDonald at (213) 974-6425, from 7:00 a.m. to 6:00 p.m. Monday thorough Thursday. We are closed on Fridays.

Sincerely,
Department of Regional Planning
Bruce W. McClendon, FAICP
Director of Planning

Maria Masis
Principal Regional Planner
Community Studies I

MC: DM
Attachment: Findings and Order of the County of Los Angeles Airport Land Use Commission (ALUC)

c: James M. Harris, Coffman Associates

LOS ANGELES AIRPORT LAND USE COMMISSION
STAFF ANALYSIS

AVIATION CASE NO. 2007-00002
PROJECT NO. 2007-00927

I. PROJECT DESCRIPTION

A comprehensive update of the Hawthorne Municipal Airport Master Plan has been proposed and consists of expanding various airport facilities, and upgrading existing ones. Existing improvements consist of ten buildings with a total of about 115,000 square feet, encompassing hangars for aircraft parking, maintenance facilities, the airport terminal, administrative office space, as well as other aviation related facilities. In addition, the Plan provides for runway, drainage, and other improvements necessary to accommodate anticipated future operations, including light aircraft and corporate jet operations. The proposed renovation and expansion consist of the demolition of about 15,000 square feet of existing hangars, and the construction of approximately 190,000 square feet of new hangars, for a net increase of 175,000 square feet of new hangar and office space, 90 percent of which will be devoted to hangar space.

The City of Hawthorne has referred the Hawthorne Municipal Airport Master Plan to the Los Angeles County Airport Land Use Commission (ALUC) for a determination of consistency with the Los Angeles County Comprehensive Land Use Plan (CLUP). Hawthorne Municipal Airport currently has an adopted Master Plan that was completed in 1990 and projected airport operations into the horizon year 2006. The new Master Plan has been in formulation since 2005 and provides guidance for future development of the airport into the horizon year 2025.

a) Project Location

The Hawthorne Municipal Airport is located on approximately 80 acres of land within the jurisdictional boundary of the City of Hawthorne. The airport is just south of the 105 Freeway and approximately 1.5 miles east of the 405 Freeway. To the north, the airport property is bounded by 120th Street, to the east by Crenshaw Boulevard, to the south by the Century Business Center and to the west by Prairie Avenue.

b) Description of the Surrounding Area

The existing land uses to the north of the airport are primarily medium and low density residential, to the south industrial/warehouse/office uses predominate, with a smaller area made up of medium and low density residential uses. To the east of the airport, commercial and office uses are predominant,

and to the west are commercial corridors along the major arterials, with medium and low density residential uses between the major streets.

II. STATUTORY REQUIREMENTS

The Los Angeles County Airport Land Use Plan (CLUP) was adopted by the ALUC in December 1991. The CLUP complements the planning responsibilities of cities, counties and other affected agencies. The CLUP also sets uniform policies and standards to prevent development of incompatible uses but it is the responsibility of the cities and the County, through planning and zoning powers, to specify which compatible uses are appropriate within their jurisdiction. The CLUP provides for the orderly development of Los Angeles County's public use airports and the area surrounding them. It is also intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the CLUP, the ALUC has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

As required by provisions of the State Aeronautics Act, contained within the California Public Utilities Code Sections 21674 (c), 21674 (d), and Sections 21661.5 21664.5 (a) and 21664.5 (b), the Los Angeles County ALUC has the responsibility to review the proposed Hawthorne Airport Master Plan for consistency with the CLUP. The ALUC consistency review is neither an approval nor denial of the project; it is a determination of the Master Plan's consistency with the adopted CLUP. Approval or denial of the Master Plan is the responsibility of the Hawthorne City Council.

The 2002 State of California, Department of Transportation, Division of Aeronautics, Airport Land Use Handbook (the Handbook) supports and amplifies provisions of the State Aeronautics Act and provides guidance to ALUCs regarding the focus of the ALUC's review of plans of airport development- especially airport master plans- before the plans are adopted by the airport proprietor. The relevant excerpts from the Handbook are included as attachments to this report. The primary focus of the ALUC's review is on proposed airport features which can have off-airport land use compatibility implications. Unlike project referrals, where the ALUC must consider a project's compatibility with the airport, the review of the proposed Hawthorne Airport Master Plan is focused on the affects the Master Plan would have on the residents within the vicinity of the airport and the public in general. Any proposed non-aviation development on airport property should be reviewed against the same criteria that would apply if the site was off-airport. (see Handbook, Summary-11).

The Handbook provides compatibility planning guidance to ALUCs, their staffs and consultants, the counties and cities having jurisdiction over airport area land

uses and airport proprietors. Despite the statutory references to it, the Handbook does not constitute formal state policy or regulation. The Handbook is not regulatory in nature and does not take precedence over locally adopted compatibility plans, such as the County CLUP (see Handbook, Summary-3).

The Handbook advises that when the ALUC reviews an airport master plan (and the CLUP has already been prepared and adopted) the fundamental question to be examined is whether any components of the airport plan would result in greater noise and safety impacts on surrounding land uses than are assumed in the adopted compatibility plan. The Handbook goes on to explain "this concept implies that the airport plan does not have to be identical with the compatibility plan as long as the impacts are not increased or moved to previously less-impacted areas" (see Handbook, Page 4-19).

According to the Handbook, when reviewing the plans for an airport, it is important that ALUCs evaluate the adequacy of the facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use. Also, commissions must base their review on the proposed design. ALUCs do not have the authority to require alterations to the airport plan or to make different assumptions regarding the future airport role and configuration other than those indicated in the airport's plan (see Handbook, Page 4-20).

The ALUC's review of the Hawthorne Municipal Airport Master Plan for consistency with the adopted CLUP is primarily concerned with safeguarding the general welfare of the inhabitants within the vicinity of the airport and the public in general. In this type of review, the ALUC is concerned with any increased impacts on noise sensitive uses, residences, and land uses that concentrate people and structures in areas newly or increasingly exposed to noise and safety impacts. This review also includes evaluating whether the policies, programs, plans or actions associated with the project are consistent with the CLUP.

Public Utilities Code Section 21675 (a) requires that the airport land use compatibility plan (comprehensive land use plan) shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, which reflects the anticipated growth of the airport during at least the next 20 years. In formulating the plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area. The airport land use compatibility plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.

The current adopted Los Angeles County CLUP for Hawthorne Airport has mapping errors related to the RPZs and also needs to be updated to reflect the

updated CNEL contour lines for the Hawthorne Airport Master Plan's horizon year of 2025 and needs to be amended to have correct and current information.

III. HAWTHORNE MUNICIPAL AIRPORT MASTER PLAN

The Hawthorne Municipal Airport Master Plan consists of a series of goals, objectives, policies and measures that will guide land use at the airport through 2025. The Master Plan was undertaken to evaluate the airport's capabilities and role, to forecast future aviation demand at the airport, and to plan for the development of facilities to meet the forecast future demand. The proposed Master Plan considered six alternative plans, some of which expanded the runway and one alternative would have involved condemnation of homes and moving Prairie Ave. The final recommendations will not increase the existing 80-acre airport site, nor expand or move runways or taxiways.

The recommendations for the landside area (the portion of the airport that provides the facilities necessary for the processing of passengers, cargo, freight, and ground transportation vehicles) primarily involve the re-use, modernization, and reorganization of available space. However, new box and conventional hangars are to be developed within the north fence line, fronting the apron. New hangars are also planned along the property line on the south side along the fence line. All buildings are recommended to be developed behind the 250-foot building restriction line (BRL). Three existing hangars on the north side of the runway will remain, while the others on the north side will be removed. No hangars on the south side will be removed.

The Master Plan allows for the expansion of through-the-fence access to three additional hangars within the Century Business Center. This plan is subject to an agreement between the City of Hawthorne and Century Business Center, and approval of that agreement by the FAA. The Northrop-Grumman hangar is off-airport in the CBC and currently operates thorough-the-fence using apron leased from the airport. The hangar is an allowed use in the Century Business Center Specific Plan, approved by the ALUC in August, 2006.

The runway will be rehabilitated and the pavement strength increased to handle increased airport traffic. The south taxiway will be widened from 40 feet to 57.5 feet to handle aircraft with wider wingspans up to 79 feet, such as the Gulfstream IV.

IV. HAWTHORNE MUNICIPAL AIRPORT MASTER PLAN ELEMENTS RELATED TO CLUP CONSISTENCY

The CLUP defines the airport influence areas as the airport ownership boundary, the 65 decibel Community Noise Equivalent Level (dB CNEL) noise exposure area and the Runway Protection Zones (RPZ). Uses within the airport property boundary are outside the scope of ALUC review, except as the State Handbook

(Summary-11) suggests when the proposed use is not related to aviation and the operation of the airport. In this case, there are no proposed uses that are not related to aviation and the operation of the airport. For the purposes of ALUC review, the effect of the Master Plan can be measured in terms of airport noise.

V. CONSISTENCY EVALUATION – NOISE AND SAFETY

a) Noise Policy

CLUP noise policy establishes a measuring and reporting system (Policy N-1), and sets sound insulation standards when applicable (Policy N-2). It also establishes the Land Use Compatibility Table (Policy N-3) and encourages a statement of noise disclosure for properties where noise is greater than 60db CNEL (Policy N-4). (Please refer to page 12 of the CLUP for an explanation of the noise policy).

b) Noise Exposure Changes

The Hawthorne Municipal airport and the affected surrounding community are completely contained within the jurisdictional boundaries of the City of Hawthorne.

The proposed Hawthorne Municipal Airport Master Plan projections indicate a wider area of the residential, commercial and industrial land in the City of Hawthorne will be exposed to noise levels of 65dB or higher than are currently indicated in the Los Angeles County CLUP, which was adopted in 1991. Below is an analysis of those changes in noise levels:

The 65dB CNEL Noise Contour would be increased in area and would affect more properties. Increased operations at the airport are projected to result in the future 65dB CNEL noise contours extending further into the surrounding area where noise-sensitive residential uses are located. To the north and west, numerous residences are located within these contours of significance. The 2025 65dB noise contour extends west nearly to Hawthorne Boulevard and also includes residential areas north of 120th Street.

Projections in the Hawthorne Municipal Airport Master Plan show an increase in flight activity and a different mix of aircraft resulting in a greater area of residential and commercial uses being exposed to 65dB with an expanded 65db CNEL airport noise contours, the impact on these residential and commercial uses is considered to be significant. Sound insulation and other mitigation measures are necessary in these areas to reduce the interior noise levels to 45dB or below.

The mitigation measure to be implemented, according to the City of Hawthorne Planning Commission Resolution PC 2007-12, adopted April 4, 2007, is the FAA-

required Part 150 noise compatibility study that will be conducted after the year 2010 at the time the major facilities and improvements are in place at the airport

and/or the airport operations reach the level appropriate for the noise analysis, as determined the City of Hawthorne. If the study determines that noise levels at the affected residences and other noise-sensitive uses are 65dB CNEL or higher and interior noise level exceeds 45db CNEL, a noise attenuation program will be implemented to reduce interior noise levels to 45db CNEL, as identified and defined in the study. The program will include specific schedules for completion of the identified attenuation measure for each identified affected area as identified in the study and approved by the City of Hawthorne. The study will also identify funding sources, mechanisms, and financial responsibilities for implementation of the identified attenuation measures, as approved by the city of Hawthorne. Specific measure included in the program to achieve this reduction may include but are not limited to the following:

- Installation of acoustically rated windows, including double pane windows
- Acoustical window glazing
- Installation of sound reducing insulation
- Installation of carpeting
- Caulking around doors and windows
- Upgrade of HVAC to include noise filtering mechanisms
- Other measures approved by the City of Hawthorne

Noise Exposure Above 70dB CNEL will occur in a small portion of the residential area west of Prairie Ave.

The Land Use Compatibility Table in the CLUP on Page 13 requires the review of noise insulation needs in residential areas with noise exposure between 60dB CNEL and 70dB CNEL and requires the avoidance of residential land use with exposure above 70dB CNEL unless related to airport services which includes the residential land use category. There are approximately 10 existing residential structures located on York Avenue between 120th Street and 122nd Street that are within the projected 70dB CNEL. The noise impacts on these residences are determined by the Final EIR to be significant. These residential structures would have to be removed or mitigated to 45dB or below for the Master Plan to achieve consistency with the adopted CLUP.

With the implementation of the identified mitigation measures as determined by the Hawthorne Municipal Airport Master Plan Final Environmental Impact Report, completed March 2007, the level of impact after full mitigation measures are implemented is determined to be insignificant for the residential area identified to be within the 70dB CNEL.

c) Safety Policy

Safety policy is contained in two sections of the CLUP – the Policy and Programs statement and the description of Master Plan Boundaries section. Four of the

seven stated safety policies in the Policy and Programs statement relate to the Runway Protection Zones (RPZs). The other three policies are related to activities that could occur anywhere within the planning boundary/influence area that affect the safe operation of aircraft into the airport. Additional airport management practices that relate to safety that are required for compatibility are discussed in the Master Plan Boundaries section on page 9 of the CLUP. This section defines the RPZ, its purpose and the types of activities that are prohibited.

- CLUP Policy S-1 requires RPZs to be established. The CLUP requires that an RPZ be clear of structures and that no use that congregates people be allowed. Since the present RPZ on the west side of the airport includes existing residential areas, these are exempt from ALUC review. The Master Plan proposes no changes to runway length and no existing building would be newly exposed to an increased safety risk. The RPZs to the west and the east of the airport will not change and no additional structures will be included in them. The Hawthorne Municipal Airport has only one runway, Runway 7-25 that run in an east-west direction. Runway 25 is the landing approach configuration from the east which is utilized in 90 percent of all flights. Runway 7 is the landing approach from the west. This runway has established RPZs and is therefore consistent with CLUP safety policies.

- CLUP Policy S-2 prohibits the above ground storage of more than 100 gallons of flammable liquids. No new above ground storage tanks of more than 100 gallons are proposed in the Master Plan. All the storage tanks at the airport are underground and are therefore consistent with CLUP policy.

- CLUP Policy S-3 prohibits lighting in the Runway Protection Zone that would interfere with an aircraft approaching or departing from the airport. This policy does not apply to the Hawthorne Airport Master Plan because the Runway Protection Zone is not on airport property. Since the Master Plan only includes airport property, it is therefore consistent with CLUP Policy S-3.

- CLUP Policy S-4 prohibits the erection or growth of objects in the Runway Protection Zones that rise above the approach surface and would create a safety hazard. This policy does not apply to the Hawthorne Airport Master Plan because the Runway Protection Zones are not on airport property.

- Since the Master Plan only includes airport property, it is therefore consistent with CLUP Policy S-4.

- CLUP Policy S-5 prohibits uses that would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.

- There are no proposed uses in the Master Plan that are inconsistent with this policy. The Master Plan is consistent with CLUP Policy S-5.

- CLUP Policy S-6 prohibits uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. There are no proposed uses in the Master Plan that would conflict with policy. The Master Plan is consistent with CLUP Policy S-6.

- CLUP Policy S-7 requires compliance with the height restriction standards and procedures set forth in FAR part 77. There are no proposed uses that would be inconsistent with this policy. Although the Hawthorne Airport Master Plan does not specifically require compliance, compliance is monitored by the Federal Aviation Administration (FAA).

Safety Exposure for Future Non-Aviation Uses on Airport Property
Airport land use compatibility safety criteria is included in the description of the land use category for all use categories in the Master Plan, including those uses that are not related to aviation. In relation to safety policy, the Master Plan and CLUP are consistent.

d) RPZ: Regulations
The Master Plan policies apply to airport property only, and the RPZs extend beyond the airport property. To address further land use compatibility within the RPZ area beyond the airport boundary, staff recommends that the City consider revising the development standards in the affected areas to place restrictions on airport safety hazard areas such as within the RPZs. City of Hawthorne Planning Department staff indicate that their present policy does not include any restrictions in the RPZs and projects are considered for approval on a case by case basis.

VI. ENVIRONMENTAL DOCUMENTATION
The Final EIR was released in March 2007 and provides an evaluation of 6 different land use alternatives for the airport and contains comments and responses received during the public review period on the Draft EIR. The Final EIR found that the improvements and facilities provided at the airport pursuant to the Master Plan are anticipated to result in an overall beneficial impact of

enhancing safety of airport operations. No mitigation, beyond standard review by the ALUC and the FAA as required by existing regulations, is necessary.

VII. PUBLIC COMMENT

A legal advertisement was placed in the Daily Breeze and La Opinion on April 24, 2007 informing the public of the May 9, 2007 public hearing.

VIII. RECOMMENDATIONS

The Master Plan introduces new impacts beyond what was assumed in the 1991 CLUP. **Staff recommends that the ALUC determine that the proposed Hawthorne Airport Master Plan is consistent with the CLUP but with the following conditions:**

1) Staff recommends that the City of Hawthorne revise its zoning and development standards in their zoning code and general plan to require restrictions on new development in the RPZs that is consistent with the CLUP.
2) Staff recommends that the City of Hawthorne's zoning code and general plan reflects the new 65 CNEL and 70 CNEL boundaries and prohibits new residential and commercial development within the 70 CNEL unless that new use is one that is of a lesser intensity.
3) Staff recommends the City of Hawthorne insure the mitigation of noise impacts in residential and commercial areas within the 65 CNEL and 70 CNEL to an interior level of 45dB.
4) Staff recommends that the City of Hawthorne inform and consult with the ALUC when the Part 150 noise study has commenced as stipulated in the Master Plan and the Final EIR in the year 2010 or 2011.
5) Staff recommends that the Hawthorne Airport CLUP be amended to include accurate, updated maps of the Runway Protection Zones and the 65 CNEL Airport Noise Contour.

Recommended Motion

Staff suggests the following recommended motion:

"I move that the Airport Land Use Commission close the public hearing and indicate its intent to adopt the attached findings and make the determination that the Hawthorne Municipal Airport Master Plan is consistent with the adopted Los Angeles County Comprehensive Land Use Plan (CLUP) for Hawthorne Airport with the following conditions:

1) That the residential uses that are within the 70dB CNEL are reviewed in General Plan or zoning code updates for changes to use and

zoning restrictions to prohibit new residential development within the 70dB CNEL; and

2) *When the City of Hawthorne updates or amends its General Plan or zoning code that it include provisions that prohibit any new development in all areas within the RPZs except those that propose a less intense use; and*

3) *That the Commission recommend to the City of Hawthorne that when the City revises its zoning code or General Plan it includes provisions to sound insulate to 45dB or below in the interiors of all new and existing residential development within the 65 CNEL contour lines; and*

4) *That the Commission recommend to the Regional Planning Department that the Los Angeles County Hawthorne Airport Land Use Plan be amended to include accurate maps of the RPZs and the boundaries of the 65 CNEL and 70 CNEL; and*

5) *That the Commission receives written notification from the City of Hawthorne when the FAA-required Part 150 noise compatibility study is initiated as stipulated in the Hawthorne Municipal Airport Master Plan review sound insulation needs for areas exposed to noise levels of 65dB CNEL or greater."*

Attachments:

CD set of Hawthorne Airport Master Plan, March 2007
CD set of Final Environmental Impact Report, March 2007
Excerpts from the California DOT, Division of Aeronautics Handbook

Prepared by: David McDonald, Regional Planning Assistant
Approved by: Maria Masis, Principal Regional Planner, Community Studies I

FINDINGS AND ORDER OF THE COUNTY OF LOS ANGELES AIRPORT LAND USE COMMISSION (ALUC)

AVIATION CASE NO. 2007-00002-(2)
COMMISSION HEARING DATE: May 9, 2007

SYNOPSIS:
The proposed project consists of a comprehensive update of the Hawthorne Municipal Airport Master Plan on the 80 acre airport property. The project consists of expanding various airport facilities, and upgrading existing ones. The Master Plan provides for runway, drainage, and other improvements necessary to accommodate anticipated future operations, including light aircraft and corporate jet operations. The proposed renovation and expansion consist of the demolition of about 15,000 square feet of existing hangars, and the construction of approximately 190,000 square feet of new hangars, for a net increase of 175,000 square feet of new hangar and office space, 90 percent of which will be devoted to hangar space.

The City of Hawthorne submitted its referral of the Hawthorne Municipal Airport Master Plan for the Los Angeles County Airport Land Use Commission (ALUC) review of this project. ALUC review is necessary because State law requires the ALUC to review all Airport Master Plans for consistency with the adopted airport Comprehensive Land Use Plan (CLUP). ALUC review of this project is primarily focused on the increased noise impacts of the projected expansion of 65 decibel CNEL and 70 decibel CNEL noise levels on the areas to the west of the airport on residential and commercial uses and safety issues related to the RPZs and the implications of those impacts on consistency with the CLUP.

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION

May 9, 2007 Public Hearing
A duly noticed public hearing was held before the Airport Land Use Commission. All Commission members were present. Staff presented a summary of the project and focused primarily on the consistency issues with the CLUP and the increasing noise levels and their impacts on the residential and commercial properties to the west of the airport. The Part 150 noise study and attenuation program proposed by the City of Hawthorne as the mitigation measure for the increased noise in the airport-adjacent neighborhoods was also discussed.

The commissioners posed questions regarding the Part 150 noise study and issues related to the airport operation and RPZs. Harold Roth, the Planning Director for the City of Hawthorne, answered questions from the commissioners about some details of the Part 150 noise study and related funding mechanisms. James M. Harris of Coffman Associates Airport Consultants, the consulting firm that produced the Hawthorne Municipal Airport Master Plan was also in attendance. There being no further testimony, the ALUC closed the public

hearing and found the project consistent with the CLUP but with the following conditions attached:

1) *That the residential uses that are within the 70dB CNEL are reviewed in General Plan or zoning code updates for changes to use and zoning restrictions to prohibit new residential development within the 70dB CNEL; and*

2) *When the City of Hawthorne updates or amends its General Plan or zoning code that it include provisions that prohibit any new development in all areas within the RPZs except those that propose a less intense use; and*

3) *That the Commission recommend to the City of Hawthorne that when the City revises its zoning code or General Plan it includes provisions to sound insulate to 45dB or below in the interiors of all new and existing residential development within the 65 CNEL contour lines; and*

4) *That the Commission recommend to the Regional Planning Department that the Los Angeles County Hawthorne Airport Land Use Plan be amended to include accurate maps of the RPZs and the boundaries of the 65 CNEL and 70 CNEL; and*

5) *That the Commission receives written notification from the City of Hawthorne when the FAA-required Part 150 noise compatibility study is initiated as stipulated in the Hawthorne Municipal Airport Master Plan review sound insulation needs for areas exposed to noise levels of 65dB CNEL or greater."*

FINDINGS:

1. The City of Hawthorne has submitted an application, known as Aviation Case No. 2007-00002, to the County ALUC for its consideration to determine whether the proposed project, hereafter known as the Hawthorne Municipal Airport Master Plan, is consistent with the CLUP.

2. The City of Hawthorne Planning Commission Resolution No. 2007-12, dated April 4, 2007, recommended City Council approval of the Final EIR and the Hawthorne Municipal Airport Master Plan.

3. The CLUP contains safety policy and criteria within two sections of the CLUP – the Policy and Programs statement and the description of Plan Boundaries section. Four of the seven stated noise policies in the Policy and Programs statement relate to the RPZs. The other three policies are related to activities that could occur anywhere within the planning boundary/influence area that affect the safe operation of aircraft into the

airport. Additional airport management practices that relate to safety that are required for compatibility are discussed in the Plan Boundaries section of the CLUP. This section defines the RPZ, its purpose and the type of activities and development that are prohibited.

4. The project site is 80 acres in size and coincides with the boundaries of the Hawthorne Municipal Airport property. It is located in the City of Hawthorne and bounded on the north by 120th Street, on the east by Crenshaw Boulevard, on the west by Prairie Street, and on the south by the Century Business Center.

5. Hawthorne Municipal Airport opened for service in 1942. The Airport is owned and operated by the City of Hawthorne. The Airport's only runway is 4,956 feet long and 100 feet wide. Runway Protection Zones (RPZ) are delineated on the Airport Layout Plan, approved by the FAA on January, 8, 2001.

6. The project is the adoption and implementation of the proposed Hawthorne Municipal Airport Master Plan, which is a comprehensive update of the current Master Plan. The current Master Plan for the Airport was adopted in 1990 and projected airport operations into the horizon year of 2006. The proposed Master Plan provides guidance for future development into the horizon year of 2025.

7. As required by provisions of the State Aeronautics Act, contained within the California Public Utilities Code Sections 21674 (c), 21674 (d), and Sections 21661.5 21664.5 (a) and 21664.5 (b), the Los Angeles County ALUC has the responsibility to review the proposed Hawthorne Airport Master Plan for consistency with the CLUP.

8. The State Aeronautics Act Section 21670, et seq. of the California Public Utilities Code ("PUC") requires every county in which there is an airport served by a scheduled airline to establish an airport land use commission.

9. Pursuant to Section 21670(a) (1) of the PUC the Los Angeles County Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission for Los Angeles County and thereby coordinating the airport planning of public agencies within the County.

10. Pursuant to Sections 21674(d), 21676(b), 21672(c), 21661.5, 21664.5(a), and 21664.5(b) of the PUC, the County ALUC has the responsibility to review airport master plans, specific plans, general plan amendments, zoning ordinances, related development proposals and airport expansion plans for consistency with the adopted CLUP, before final action is taken by the local agency.

11. In 1991 the County ALUC adopted the Los Angeles County Airport Land Use Plan, which is known as the Comprehensive Land Use Plan ("CLUP") that sets forth policies, purposes, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them.

12. The ALUC review also includes an evaluation of whether the policies, programs, plans, or actions associated with the Hawthorne Municipal Airport Master Plan are in conflict with the CLUP.

13. The CLUP adopted a planning boundary which includes the airport area ownership, the Runway Protection Zones (RPZ) and the 65dB CNEL noise exposure area, as well as noise and safety policies and criteria. Each of these areas has different compatibility issues relative to the Hawthorne Municipal Airport Master Plan.

14. The Hawthorne Airport Master Plan Final EIR, issued in March 2007, indicates that with the implementation of the identified mitigation of the Part 150 noise study, noise impacts will be less than significant.

15. The Final EIR also found that implementation of the Master Plan is expected to result in an overall beneficial impact of enhancing safety of airport operations. No mitigation, beyond standard review by the ALUC and the FAA is necessary.

16. The CLUP noise policy establishes a measuring and reporting system (Policy N-1), and sets sound insulation standards when applicable (Policy N-2). It also establishes the Land Use Compatibility Table (Policy N-3) and encourages a statement of noise disclosure for properties where noise is greater than 60dB CNEL (Policy N-4).

17. A Land Use Compatibility Table is included on Page 13 of the CLUP. The purpose of the table is to define levels of noise exposure compatibility for a broad range of land use categories, which include: Residential, Educational Facilities, Commercial, Industrial, Agriculture and Recreation. The Table indicates that within the 65dB CNEL, residential commercial and recreational uses require review with caution and the provision that noise insulation needs be assessed. Industrial and agricultural uses are considered compatible. There are residential and commercial uses within the expanded 65dB area and 70dB CNEL area in the proposed Hawthorne Municipal Airport Master Plan.

18. Implementation of the proposed Hawthorne Municipal Airport Master Plan would result in more area being exposed to a noise level of 65dB or greater and result in new areas being exposed to the a noise level of 70dB. The area contained in the 65dB CNEL noise contour and the area

contained within the 70dB CNEL noise contour would both increase in size with the implementation of the Master Plan, over the area affected by the same noise level in 1991, when the CLUP was adopted. The Master Plan directs that an FAA required Part 150 noise study is conducted in the year 2010 or 2011 when the forecast noise levels will be reached. The Part 150 study contains noise abatement measures to reduce interior noise to 45dB that include the following:

- Installation of acoustically rated windows, including double pane windows
- Acoustical window glazing
- Installation of sound reducing insulation
- Installation of carpeting
- Caulking around doors and windows
- Upgrade of HVAC to include noise filtering mechanisms
- If interior levels cannot be reduced to 45dB, land purchase is an available option.

19. The safety policies contained in the Hawthorne Municipal Airport Master Plan were compared to the CLUP safety policies. The following identifies the results of the comparison:

- CLUP Policy S-1 requires that RPZs be established. The Hawthorne Municipal Airport has established FAA-approved RPZs in its Airport Layout Plan. These RPZs will be retained with the implementation of the Hawthorne Municipal Airport Master Plan.

- CLUP Policy S-2 prohibits the above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated Runway Protection Zone (RPZ). Since the Hawthorne Municipal Airport Master Plan includes only airport property and the RPZs are off-airport, this policy does not apply to this project.

- CLUP Policy S-3 prohibits lighting in the Runway Protection Zone that would interfere with an aircraft approaching or departing the airport. Since the Hawthorne Municipal Airport Master Plan only includes airport property and the Runway Protection Zones are located off-airport, this policy does not apply to this project. The Master Plan is consistent with CLUP Policy S-3.

- CLUP Policy S-4 prohibits the erection or growth of objects in the Runway Protection Zones that rise above the approach surface and would create a safety hazard. This policy does not apply to the Hawthorne Airport Master Plan because the Runway Protection

Zones are not on airport property. The Master Plan therefore is consistent with CLUP Policy S-4.

- CLUP Policy S-5 prohibits uses that would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation. There are no proposed uses in the Master Plan that conflict with this policy. The Master Plan therefore is consistent with CLUP Policy S-5.

- CLUP Policy S-6 prohibits uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. There are no proposed uses in the Master Plan that would conflict with this policy. The Master Plan therefore is consistent with CLUP Policy S-6

- CLUP Policy S-7 requires compliance with the height restriction standards and procedures set forth in FAR part 77. There are no proposed uses that would be inconsistent with this policy. Although the Hawthorne Airport Master Plan does not specifically require compliance, compliance is monitored by the Federal Aviation Administration (FAA).

BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION CONCLUDES:

That the proposed project presented in Aviation Case 2007-00002-(2) is consistent with the Los Angeles Airport Land Use Plan (CLUP) and adopted in its motion all of the recommended staff conditions.

AIRPORT LAND USE COMMISSION ACTION:
In view of the findings of fact presented above, the project presented in Aviation Case No. 2007-00002-(2) is found **CONSISTENT** with the Los Angeles County Airport Land Use Plan.

VOTE	**5-0**
Concurring:	**5**
Dissenting:	**None**
Abstaining:	**None**
Absent:	**None**

RESOLUTION NO. PC 2007-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HAWTHORNE RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE HAWTHORNE MUNICIPAL AIRPORT MASTER PLAN, MAKE FINDINGS OF FACT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPT A MITIGATION MONITORING PROGRAM, AND RECOMMENDING THAT THE CITY COUNCIL APPROVE THE HAWTHORNE MUNCIPAL AIRPORT MASTER PLAN ALL RELATING TO THE PROJECT BOUNDED BY 120TH STREET ON THE NORTH, CRENSHAW BOULEVARD ON THE EAST, THE CENTURY BUSINESS CENTER ON THE SOUTH AND PRAIRIE AVENUE ON THE WEST, AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, The City of Hawthorne (the "City") contracted with Coffman Associates to develop the Jack Northrop Field Hawthorne Municipal Airport Master Plan (sometimes referred to herein as the "Master Plan.") as funded by a grant from the Federal Aviation Administration ("FAA"). The Hawthorne Municipal Airport is bounded by 120th Street to the north, Crenshaw Boulevard to the east, the Century Business Center to the south, and Prairie Avenue to the west. The Property is described on Exhibit "A" and depicted on Exhibit "B," attached to this Resolution;

WHEREAS, the Master Plan has been undertaken to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of facilities as may be required to meet future demand. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall maintenance, development and operation;

WHEREAS, the Master Plan was prepared in a systematic fashion following FAA guidelines and industry accepted principles and practices. The Master Plan incorporates six sections: Chapter One – Inventory, Chapter 2 – Forecasts, Chapter 3 Facility Requirements, Chapter 4 – Alternatives, Chapter 5 – Development Plan and Capital Improvement, and Appendices. The Appendices include: Appendix A, a glossary of aviation terms, Appendix B, an environmental overview, Appendix C, detailed technical drawings depicting related airspace, land use, and property data, and Appendix D, the Airport Layout Plan;

WHEREAS, a Draft Environmental Impact Report (DEIR) under CEQA, State Clearinghouse No. 2005101024, was prepared for the Hawthorne Municipal Airport Master Plan and was transmitted to the State Clearinghouse and circulated for public review during a public comment period from January 25, 2007 through March 12, 2007. A Public Hearing was held on the DEIR on February 19, 2007. Comments were received during that period and written responses were prepared and sent to all commentators. Those comments and responses have been included in the FEIR.

These documents together comprise the Final Environmental Impact Report, which is hereinafter referred to as the "FEIR" or "EIR". The FEIR was released to the public on March 29, 2007;

WHEREAS, on April 4, 2007, the Planning Commission held a duly noticed public hearing on the Master Plan; and

WHEREAS, on April 25, 2007, the Los Angeles County Airport Land Use Commission will be presented with the Hawthorne Municipal Airport Master Plan for its review and determination of consistency prior to submittal of the project to the City Council for approval.

WHEREAS, the Federal Aviation Administration will be presented with the Hawthorne Municipal Airport Master Plan for its review and approval of the Airport Layout Plan and associated documents after the City Council's approval.

THE PLANNING COMMISSION OF THE CITY OF HAWTHORNE HEREBY FINDS, DETERMINES, RESOLVES, AND ORDERS AS FOLLOWS:

Section 1. The Planning Commission finds that all of the facts set forth in the recitals of this Resolution are true and correct.

Section 2. The Planning Commission is not the decision-making body for, and is only the advisory body to, the City Council for approval of the Hawthorne Municipal Airport Master Plan. For purposes of making its recommendations on the Master Plan, the Planning Commission reaffirms that it has received and reviewed the FEIR for the Master Plan along with the oral and written testimony received thereon during the hearing prior to any action on the Hawthorne Municipal Airport Master Plan. Based on that review along with a review of all evidence in the record, and for purposes of considering the making its recommendations on the Hawthorne Municipal Airport Master Plan, the Planning Commission hereby recommends that the City Council certify that the FEIR was completed pursuant to the California Environmental Quality Act, Public Resources Code §21000, et seq. ("CEQA"), and the State Guidelines for Implementation of CEQA, 14 California Code of Regulations §15000, et seq. (the "Guidelines") and that it adequately addresses the impacts and provides for appropriate mitigation measures for the Hawthorne Municipal Airport Master Plan and all other approvals necessary to carry out the Master Plan. The Planning Commission further recommends that the City Council find that that the modifications to the FEIR that have been made since circulation of the DEIR, do not constitute the addition of new significant information to the FEIR within the meaning of CEQA Guidelines Section 15088.5.

Section 3. The Planning Commission finds, based on the Draft EIR, the comments to the Draft EIR, the responses to comments, the Final EIR, additional public comments, the written and oral staff report, and the entire record before it, that the Master Plan will not cause significant environmental impacts except with respect to project-specific and cumulative air quality impacts from aircraft emissions, cumulative

air quality impacts from vehicular emissions, cumulative noise impacts from aircraft operations, project-specific and cumulative contribution to solid waste and hazardous waste disposal at regional landfill facilities during construction and operation, and short-term project-specific and cumulative air quality and noise impacts from construction activities. With respect to all of these potentially significant impacted areas and resources, the Final EIR identifies feasible mitigation measures for each impact that reduce the level of impact to less than significant except for project-specific and cumulative air quality impact from aircraft emissions, cumulative air quality impact from vehicular emissions, cumulative noise impact from aircraft operations, project-specific and cumulative contribution to solid waste and hazardous waste disposal at regional landfill facilities during construction and operation, and short-term project-specific and cumulative air quality and noise impacts from construction activities, as identified in the EIR.

Section 4. In response to each significant impact identified in the Final EIR, and listed in Section 3 of this Resolution, changes or alterations are hereby required in, or incorporated into the Master Plan, which avoid or substantially lessen the impacts identified. The specific changes and alterations required, and a brief explanation of the rationale for the findings with regard to each impact, are contained in Exhibit "C" to this Resolution (entitled "Findings of Fact and Statement of Overriding Consideration") and which is hereby incorporated into this Resolution by this reference. The mitigation measures set forth in the Mitigation Monitoring Program, attached hereto as Exhibit "D" avoid or substantially lessen the potential significant impacts of the Master Plan. The Planning Commission finds that the mitigation measures and Mitigation Monitoring Program as set forth in Exhibit "D" will avoid or mitigate all significant environmental effects of the Master Plan that can feasibly be avoided or mitigated, but that even with those mitigation measures, significant impacts will occur with respect to project-specific and cumulative air quality impact from aircraft emissions, cumulative air quality impact from vehicular emissions, cumulative noise impact from aircraft operations, project-specific and cumulative contribution to solid waste and hazardous waste disposal at regional landfill facilities during construction and operation, and short-term project-specific and cumulative air quality and noise impacts from construction activities, as identified in the EIR.

Section 5. The Planning Commission finds that the EIR describes a reasonable range of alternatives that might fulfill the basic objectives of the Master Plan. These alternatives include the required "No Project" Alternative, the No Project – Existing Conditions Alternative, Reasonable Development Absent the Master Plan Alternative, Smaller Project Alternative, Shift Runway West Alternative, Combination of Runway Shift and Runway Reduction Alternative, and the Installation of Engineered Materials Arresting System (EMAS) Alternative. As set forth in Exhibit "C", the alternatives identified in the EIR are not feasible because they would not achieve the basic objectives of the Master Plan or would do so only to a much lesser degree, and therefore leave unaddressed significant goals the Master Plan was designed to achieve, and are thus infeasible due to social and economic considerations, and/or they are infeasible because they would not eliminate the significant adverse environmental impacts of the proposed Master Plan. Accordingly, and for the reasons set forth herein,

including those described in Exhibit "C" hereto, the Planning Commission finds that each of the alternatives is determined to be infeasible.

Section 6. The Planning Commission finds that the following substantial benefits will occur as a result of the Master Plan: (a) restoring and enhancing the role and vitality of the Hawthorne Municipal Airport, (b) enhancing the safety of aircraft operations, (c) being responsive to air transportation demands, (d) providing for needed airport improvements in an orderly manner, (e) ensuring that future development will be environmentally compatible, (f) preserving and protecting public and private investments in existing airport facilities, (g) being reflective of local, regional, state, and federal goals, need and plans and (h) generating revenues to offset City costs incurred in providing municipal services to the airport.

Section 7. The Planning Commission finds, after balancing the unavoidable and irreversible environmental impacts of the Master Plan with the benefits of the Master Plan as described in Section 6 of this Resolution, that to the extent that adverse and potentially adverse impacts of the Master Plan have not been mitigated to a level of less than significant, that the specific economic, social, legal, environmental and technological or other benefits of the Master Plan, as described in Section 6 and more fully articulated in Exhibit "C" of this Resolution, outweigh the significant and irreversible impacts to the environment. Therefore, due to overriding benefits of the Master Plan and because the alternatives identified in the FEIR are not feasible, as discussed in Section 5 above, the Planning Commission hereby finds that any unavoidable impacts of the Master Plan, including the mitigated but unavoidable project-specific and cumulative air quality impact from aircraft emissions, cumulative air quality impact from vehicular emissions, cumulative noise impact from aircraft operations, project-specific and cumulative contribution to solid waste and hazardous waste disposal at regional landfill facilities during construction and operation, and short-term project-specific and cumulative air quality and noise impacts from construction activities, as identified in the EIR, are acceptable. This determination shall constitute a statement of overriding considerations within the meaning of CEQA and is based on the benefits of the Master Plan identified in the Final EIR, the record of proceedings, Section 6 of this Resolution, and Exhibit "C" to this Resolution. The Planning Commission further finds that each overriding benefit is severable from any other consideration should one or more consideration be shown or determined to be legally insufficient for any reason.

Section 8. The Planning Commission further finds that the Mitigation Monitoring Program has been completed in compliance with CEQA. The Planning Commission hereby recommends that the City Council adopt each of the mitigation measures set forth in the EIR and incorporate those measures into the Master Plan. The Planning Commission also recommends that the City Council adopt the "Mitigation Monitoring Program" attached hereto as Exhibit "D" and incorporated herein by reference. The Mitigation Monitoring Program will be used to monitor compliance with the mitigation measures and conditions that have been adopted or made a condition of Master Plan approval.

Section 9. The documents and other materials that constitute the record of the proceedings upon which the Planning Commission's decision is based, which include, but are not limited to, the staff reports for the Master Plan, as well as all of the materials that comprise and support the Final EIR and all of the materials that support the staff reports for the Master Plan, are located in the office of the Planning Director of the City of Hawthorne, at 4455 West 126th Street, Hawthorne, California 90250. The custodian of these documents is the Director of Planning of the City of Hawthorne.

Section 10. Based on all the evidence in the record, the Planning Commission finds that the Hawthorne Municipal Airport Master Plan is consistent with the goals, policies and objectives of the General Plan for the following reasons:

(a) Policy 1.3 of the Land Use Element states that the Hawthorne Municipal Airport and related properties shall be analyzed to explore possibilities for "air park" development. The airport master plan shall be incorporated into this analysis. The Master Plan includes new and replacement hangar development on both sides of the airfield, providing a net gain of 175,000 square feet of hangar space. The Master Plan also includes the expansion of through-the-fence access to three hangars within the adjacent Century Business Center in addition to continuation of through-the fence access with the Northrop Grumman hangar.

(b) The Safety Element states that the Hawthorne Municipal Airport Master Plan, when completed, will contain a description of existing and proposed facilities for the Hawthorne Municipal Airport; current and projected airport operations; an inventory of areas potentially affected by airplane crashes; policies and standards for land use and development within the airport planning boundaries to minimize safety hazards and noise problems; and an emergency preparedness plan for the airport. Chapter One – Inventory of the Master Plan contains sections dealing with the airport setting, airport facilities, area airspace and air traffic control, socioeconomic profile, climate, and land use. Chapter Two – Forecasts includes national and regional trends and forecasts, an analysis of previous airport forecasts, airport service area data, based aircraft forecast, general aviation operations forecast, air taxi forecasts, military forecasts, and annual instrument approaches. Chapter Three – Facility Requirements includes peaking characteristics, critical aircraft requirements, airfield requirements and landside facilities requirements. Chapter Four - Alternatives analyzes various alternatives, key development planning issues, airfield considerations, including an analysis of the runway safety area, other design standard considerations, and landside considerations. Chapter Five – Development Plan and Capital Improvement includes design standards, an airfield improvement plan, landside recommendations, through-the-fence activities and a capital improvement program and funding sources

(c) The Noise Element of the General Plan included Goal 1.0 "Provide for the reduction of noise where the noise environment is unacceptable" and Goal 3.0 "Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions". The Master Plan includes a map showing current contours of aircraft noise exposure, levels of 65 CNEL or more and a map showing long range contours of aircraft noise exposure. The Master Plan

recommends that noise sensitive uses within these contours be avoided. A Part 150 Noise Compatibility Study is recommended to analyze existing and future noise conditions at the airport.

Section 11. Based on all the evidence in the record and the findings contained in Sections 1 through 10 of this Resolution, the Planning Commission recommends that the City Council approve the Hawthorne Municipal Airport Master Plan, subject to the provisions of Section 12 of this Resolution.

Section 12. The Hawthorne Municipal Airport Master Plan shall incorporate the language as recommended by the Public Works Director and the Planning Director, attached as Exhibit E.

Section 13. The Planning Commission Secretary shall certify to the adoption of this Resolution, shall mail a copy of this Resolution to the applicant, and shall forward a copy to the City Council, City Clerk, City Manager and City Attorney.

PASSED, APPROVED, and **ADOPTED** this 4th day of April 2007.

OLIVIA VALENTINE, VICE CHAIRMAN
HAWTHORNE PLANNING COMMISSION

ATTEST:

HAROLD ROTH
SECRETARY, HAWTHORNE PLANNING COMMISSION

EXHIBIT A
Property Description

Real property in the City of Hawthorne, County of Los Angeles, State of California, described as follows:

LEGAL DESCRIPTION FOR THE HAWTHORNE AIRPORT:

THE SOUTHERLY 675 FEET OF THE NORTHERLY 705 FEET OF THE SOUTH ONE-HALF OF SECTION 10, TOWNSHIP 3 SOUTH, RANGE 14 WEST, SAN BERNADINO MERIDIAN IN THE CITY OF HAWTHORNE, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

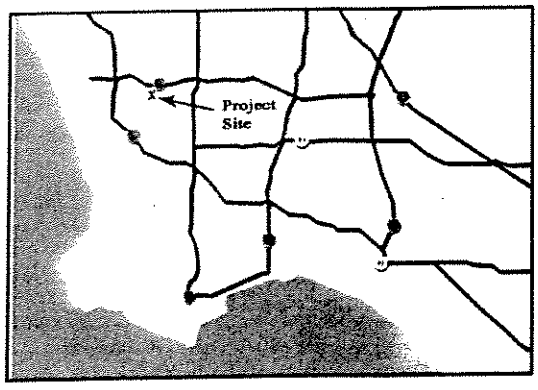
EXCEPT THE WESTERLY 30 FEET WITHIN THE LINES OF PRAIRIE AVENUE.

ALSO THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF THE LAND DESCRIBED IN PARCEL 14-1A PART A AND B, RECORDED ON MARCH 15, 1962, AS INSTRUMENT NO. 3576 IN BOOK S-1545 PAGE 367 OF OFFICAL RECORDS OF SAID COUNTY.

A PORTION OF THE ABOVE DESCRIBED LAND IS SHOWN AS TRACT NO. 8636 AS PER MAP RECORDED IN BOOK 124 PAGE 34 OF MAPS RECORDS OF SAID COUNTY.

EXCEPT FROM THE SOUTHERLY 700 FEET OF THE NORTHERLY 705 FEET OF THE EAST ONE-HALF OF SOUTHWEST ONE-FOURTH AND THE WEST HALF OF SOUTHEAST ONE-FOURTH OF SAID SECTION 10 IN ALL OIL, GAS AND HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND.

EXHIBIT B
Map



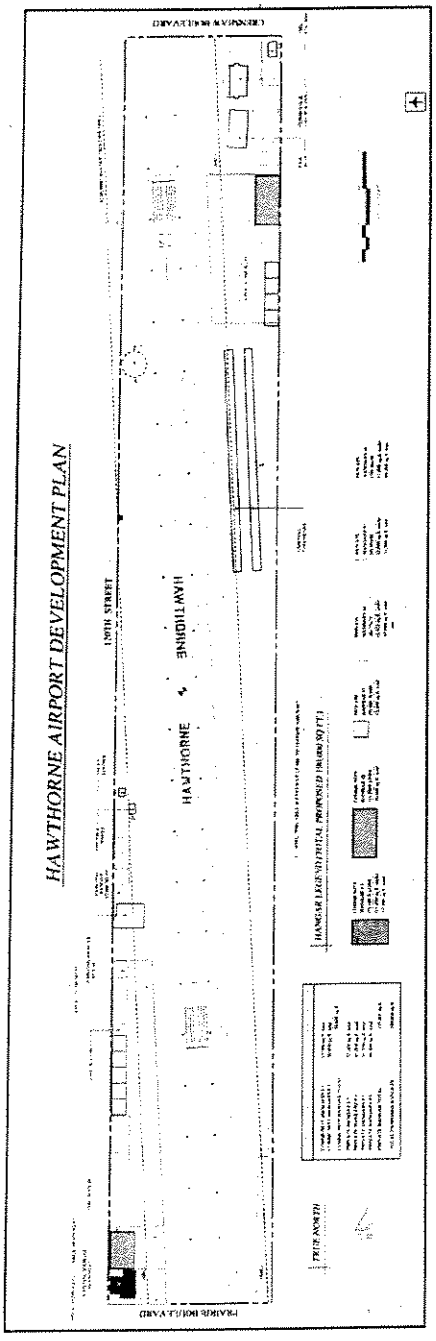

HAWTHORNE AIRPORT DEVELOPMENT PLAN
HAWTHORNE
HAWTHORNE BOULEVARD

EXHIBIT C
"Findings Of Fact
And
Statement Of Overriding Consideration"

FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Sections 15091 and 15093 of the State CEQA Guidelines and Section 21081 et seq. of the Public Resources Code

City of Hawthorne

Project Files May Be Reviewed at:

City of Hawthorne Community Development Department
4455 West 126th Street
Hawthorne, CA 90250

April 2007

Table of Contents

Section 1: Introduction and Purpose

This Statement of Findings, prepared pursuant to Sections 15091 and 15093 of the California Environmental Quality Act (CEQA) Guidelines, addresses the environmental effects associated with the approval and implementation of the Hawthorne Municipal Airport Master Plan. The adverse environmental impacts of the project, including potentially significant impacts, were identified in the Environmental Impact Report (EIR). Section 15091 of the CEQA Guidelines requires that the Lead Agency issue written findings for those significant impacts, accompanied by a brief explanation of the rationale for each finding. The City of Hawthorne is the Lead Agency responsible for the preparation of the EIR in compliance with CEQA.

In accordance with Section 15093 of the CEQA Guidelines, whenever significant impacts cannot be substantially mitigated, the Lead Agency must weigh the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the project. The Lead Agency must make Findings of Fact and adopt a Statement of Overriding Considerations where the decision of the Lead Agency allows the occurrence of significant effects which are identified in the Final EIR, but which are not substantially lessened.

Section 21081 (Findings) of CEQA states in part that:

"No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(A) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that agency.

(3) Specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(B) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits outweigh the significant effects on the environment."

Proposed Project

The project is an adoption and implementation of the proposed Hawthorne Municipal Airport Master Plan, which provides a comprehensive update of the current Master Plan. The current Master Plan for the airport was adopted in 1990 and projected airport operations into the horizon year 2006. The proposed Master Plan provides guidance for future development of the airport to the horizon year of 2025.

The Hawthorne Municipal Airport comprises approximately 80 acres of land. Approximately 43.5 acres are utilized for aircraft operations and 36.5 acres are utilized for the terminal, aircraft storage facilities, aircraft tie-down areas, and other aviation-related facilities. The Master Plan provides for a range of needed physical and operational improvements that will restore and enhance the Airport's role and vitality, including new hangars, ancillary office space, aircraft storage, and other aviation-related facilities within the 36.5-acre non-movement area. Within the 43.5-acre movement area of the Airport, the Master Plan provides for runway, drainage, and other improvements necessary to accommodate anticipated future operations, including light aircraft and corporate jet aircraft operations.

Project Characteristics

The Master Plan balances anticipated general aviation needs in concert with the existing setting of the airport while ensuring a viable and safe aviation facility. The Master Plan is based on aircraft operations forecast into the future 2025 horizon year, and reflects the planned facilities to accommodate these operations, as well as physical and programmatic improvements needed to address existing deficiencies and forecast demand.

Aircraft Mix: While single-engine piston aircraft, projected at about 70%, will continue to dominate the mix of airport-based craft, business jet aircraft is projected to grow from less than 1% to about 9%, and turbo prop aircraft from about 3% to 7% by the year 2025. The airport is projected to attract the new, very light (micro-jet) aircraft. The helicopter mix, at about 2%, is projected to continue to be a very small share of the overall fleet.

Aircraft Operations: Operations are forecast to increase from 70,853 in 2005 to 134,100 by 2025. Total instrument approaches are forecast to increase from 6,277 to 15,300.

Facility Improvements: The Master Plan includes a number of improvements, including runway and apron rehabilitation, security systems, and drainage improvements. For the runway, a system of declared distances will be instituted to address the airport's non-standard design features. Approximately 190,000 square feet of new hangar space will be added to accommodate forecasted demand for up to 59 T-hangars and 119 conventional hangar positions accommodating approximately 180 planes. The air traffic control tower is planned to be relocated slightly due to its current proximity to the runway. Additional parking will be needed in the intermediate and long term, and an existing parking lot near the flight service station will be converted to public use. Additional fuel storage may become necessary during the planning period. In the long term, expanded terminal space may be required, which can be accommodated within an existing building. "Through-the-fence" activities may be extended along the airport's southerly property line.

Project Objectives

Major Master Plan objectives include:

- Restore and enhance the role and vitality of the Hawthorne Municipal Airport
- Enhance the safety of aircraft operations
- Be responsive to air transportation demands
- Provide for needed airport improvements in an orderly manner
- Ensure that future development is environmentally compatible
- Preserve and protect public and private investments in existing airport facilities
- Be reflective of local, regional, state, and federal goals, needs, and plans

Initial Study and Notice of Preparation

In accordance with Section 15063 of the CEQA Guidelines, a Lead Agency must conduct an Initial Study following preliminary review of a proposed project. The City of Hawthorne prepared an Initial Study, published the Notice of Preparation (NOP) in a newspaper of general circulation and filed the NOP with the State Clearinghouse on October 6, 2005, and filed with the Los Angeles County Clerk on October 7, 2005.

Draft EIR and Notice of Completion and Availability

Following the NOP review, a Draft EIR was prepared addressing issues raised during the NOP review period. The Draft EIR identified significant unavoidable impacts with regards to the following, for which mitigation measures are included, when feasible, and for which the resolution includes the required overriding considerations:

- Project-specific and cumulative air quality impacts from aircraft emissions
- Cumulative air quality impacts from vehicular emissions
- Cumulative noise impacts from aircraft operations
- Project-specific and cumulative contribution to solid and hazardous waste disposal at regional landfill facilities during construction and operation
- Short-term project-specific and cumulative air quality and noise impacts from construction activities

The Draft EIR for the Hawthorne Municipal Airport Master Plan was made available for a 45-day public review and comment period pursuant to the State CEQA Guidelines, Sections 15087 and 15105, beginning on January 25, 2007 and ending on March 12, 2007. The City published the Notice of Completion and Availability of the Draft EIR in the newspaper on January 24, 2007. The City filed the Notice with the State Clearinghouse and the Los Angeles County Clerk on January 25, 2007.

The City also held a public hearing to receive comments on the Draft EIR on February 19, 2007 at 6:00 pm at the City Council Chambers, 4455 West 126th Street, in Hawthorne. No oral or written comments were received at the hearing.

Responses to Comments and Final EIR

The following public agencies submitted written comments on the Draft EIR during the public review period:

1. Ruth I. Frazen, Engineering Technician, County Sanitation Districts of Los Angeles County. February 12, 2007.

2. Rosa Munoz, PE, Utilities Engineer, Rail Crossings Engineering Section, Consumer Protection & Safety Division, Public Utilities Commission. March 5, 2007

3. Maria Masis, Principal Regional Planning Assistant, County of Los Angeles Regional Planning Commission, Airport Land Use Commission. March 7, 2007

4. Donald L. Wolfe, Director of Public Works, County of Los Angeles Department of Public Works. March 13, 2007.

5. Terry Roberts, Director, State Clearinghouse. March 13, 2007

The written comments received during the 45-day period for the Draft EIR were responded to and presented in chronological order by date of correspondence in Section 8.0 of the Final EIR. The comments did not result in significant new information concerning new potentially substantial adverse effects nor new feasible alternatives to the project. The responses primarily involved clarifications of the information contained in the Draft EIR.

Section 2: Findings on Significant and Potentially Significant Impacts of the Proposed Project Identified in the EIR

Pursuant to and in accordance with Section 21081 of the Public Resources Code, the EIR examined the potential for adverse effects associated with project implementation. Based on the analysis and conclusions contained in the Initial Study, the EIR focused on the following environmental impact areas: (1) traffic, circulation, and parking (2) air quality, (3) noise, (4) police and fire protection services, (5) public utility systems and water quality, (6) airport safety, (7) hazardous materials, and (8) construction effects.

2.1 Traffic, Circulation, and Parking

Impact: The project will generate 688 net new daily vehicle trips. These trips will add to the existing and future traffic volumes on streets and roadways serving the airport.

Finding: Impact will be less than significant as identified in the Final EIR.

Facts in Support of the Finding: The traffic analysis in the EIR addresses both the project-specific and cumulative traffic and circulation impacts. The analysis accounts for background traffic associated with long-term regional growth and the addition of traffic generated by other projects. The analysis determined that the related projects will result in a significant traffic impact at 10 study intersection locations. However, the project's contribution to this impact is negligible, and therefore not considered cumulatively significant based on the City's traffic threshold criteria. The project's trip generation will not exceed the threshold for freeway or intersection analysis per the Los Angeles County Congestion Management Program. Site access, parking, circulation, and transit service are adequate, and will not be impacted by the project.

2.2 Air Quality

Impact: The project will individually and cumulatively contribute to overall air pollutant emissions in the South Coast Air Basin. Long-term project-specific and cumulative operational emissions will exceed the thresholds identified by the South Coast Air Quality Management District (SCAQMD), even though the project is consistent with the regional air quality management plans. The project will not result in a significant impact related to carbon monoxide "hotspots".

Finding: Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid significant effects on the environment. However, even with incorporation of these measures, long-term operational air quality impacts, both project-specific and cumulative, will remain significant and unavoidable as identified in the FEIR. This impact will contribute to health and environmental effects associated with criteria pollutants, including aggravation of respiratory and cardiovascular diseases, irritation of eyes, impairment of cardiopulmonary function, reduced visibility, reduced plant growth, formation of acid rain, and other effects.

Facts in Support of the Finding: The project will generate air pollutant emissions of reactive gases (ROG) and carbon monoxide (CO) due to increased aircraft operations in excess of

SCAQMD daily threshold amounts. The federal government maintains the responsibility for regulation of aircraft emissions, and therefore, mitigation measures to substantially reduce these emissions are beyond the City's authority. Together with vehicular emissions from the project and the related projects, and from region-wide air traffic growth, project-specific and cumulative impact on air quality will be significant and unavoidable.

The addition of project-related traffic will not result in CO concentrations above the 9.0 ppm 8-hour State standard at any of the study intersections. Furthermore, the project's contribution to CO concentrations will be below the SCAQMD threshold, as identified in the FEIR.

2.3 Noise

Impact: The airport operations pursuant to the Master Plan will generate additional noise resulting from increased aircraft operations, ground operations, and vehicular trips.

Finding: Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid significant effects on the environment.

Facts in Support of the Finding: The airport is located in an industrial and commercial area of Hawthorne. This area is affected by relatively high traffic noise levels, from aircraft from the airport itself, from vehicular noise generated on streets serving the airport and residential and commercial uses in the surrounding areas, including the I-105 Freeway, and from day-to-day noise from surrounding businesses and operations.

Increased operations at the airport are projected to result in the future 70 CNEL and 65 CNEL noise contours extending further in the surrounding area where noise-sensitive residential uses are located. To reduce this potential noise impact, the following mitigation will be implemented.

1. The required Part 150 noise compatibility study will be conducted after the year 2010 at the time the major facilities and improvements are in place at the airport and/or the airport operations reach the level appropriate for the noise analysis, as determined by the City. If the study determines that noise levels at the affected residences and other noise-sensitive uses are 65 CNEL or higher and an interior noise level exceeds 45 CNEL, a noise attenuation program will be implemented to reduce interior noise levels to 45 CNEL, as identified and defined in the study. The program will include specific schedules for completion of the identified attenuation measures for each identified affected area as identified in the study and approved by the City. The study will also identify funding sources, mechanisms, and financial responsibilities for implementation of the identified attenuation measures, as approved by the City. Specific measures included in the program to achieve this reduction may include but are not limited to the following:

    - Installation of acoustically rated windows, including double pane windows
    - Acoustical window glazing
    - Installation of sound reducing insulation
    - Installation of carpeting
    - Caulking around doors and windows
    - Upgrade of HVAC to include noise filtering mechanisms
    - Other measures as approved by the City

The identified mitigation will ensure that project-specific impact will be less than significant. Nevertheless, the Master Plan will provide for growth in air traffic overall, contributing to aircraft

noise in the Los Angeles basin. Aircraft operations within the basin at other regional and local airports are expected to increase as well over time. Since the project will contribute to the aviation-related noise within the greater basin area, this potential cumulative impact is considered to be significant and unavoidable.

2.4 Police and Fire Protection Services

Impact: The airport facilities and operations pursuant to the Master Plan will contribute to incremental increases in demand for police and fire protection services.

Finding: Impact on fire protection services will be less than significant as identified in the Final EIR. The changes or alterations that have been required of, or incorporated into the project will substantially lessen the environmental effects on the police protection services as identified in the Final EIR.

Facts in Support of the Finding – Fire Protection Services: New airport faciltiies and expanded airport operations will require fire protection services from the Los Angeles County Fire Department (LACFD). Therefore, the project will result in an increased demand for fire protection services including inspections, and in the event of a fire, suppression services. All required fire safety features will be incorporated into the the new facilties and improvments in compliance with LACFD requirements. The new hangars and other facilities will comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and life safety requirements. Every new facility will be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of the prescribed width, with the roadway extending to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. In compliance with existing requirements, all facility improvements at the airport provided pursuant to the Master Plan will be designed, constructed and operated in compliance with the Fire Department's requirements.

The issue of fire protection is addressed annually by the City as part of the City-wide allocation of general fund resources for all municipal services. The project will generate additional tax revenue that will contribute to the City's general fund, which can be used to fund the additional fire protection services, if needed. Since the project will not result in construction of fire protection facilities that would result in significant adverse effects, in order to maintain acceptable response times, impact is considered less than significant.

Facts in Suport of the Findings – Police Protection Services: The project will result in new hangars, ancillary office space, aircraft storage, and other aviation-related facilities on the project site. The new facilities and expanded aircraft operations will require incrementally increase demand for the police protection services from the Hawthorne Police Department.

The airport currently has and will continue to have access from Crenshaw Boulevard, 120th Street at the tower, and 12100 block of Prairie Avenue. Airport personnel will continue to provide security at security gates on the east, west, and north sides of the airport and within the airport. The entire airport is surrounded by security fencing, a FAA-standard 8-foot chain link with three strands of barbed wire. The Master Plan provides for improvements/replacement of this security fencing along the entire airport's perimeter.

Before the new hangars are operational, the Hawthorne Police Department will review and inspect the facilities and review the traffic access and internal site circulation plans to ensure adequate ingress/egress for police vehicles. Police Department recommendations resulting

from these reviews will be incorporated into the project. Security plans for the new facilities will be developed and implemented in conjunction with the ongoing consultation with the Hawthorne Police Department, and will include passive and/or active security systems, and/or other measures as recommended by the Hawthorne Police Department.

The issue of police personnel needs is addressed annually as part of the City-wide allocation of general fund resources for all municipal services. The Airport will continue to generate tax revenue that will contribute to the City's general fund, which can be used to fund the hiring of additional police officers as needed.

To minimize the effects of the project-related demand for additional police personnel, the following measures will be implemented:

1. All areas and routes through the airport will be clearly and plainly marked. The protocol for entering restricted areas of the airport will be provided to the Hawthorne Police Department, and such protocols will be developed by the airport personnel and FAA personnel in consultation with the Hawthorne Police Department.

2. The airport personnel will work with the police department to address the feasibility and methods of relocating the existing Police Department hangar.

Incorporation of these mitigation measures will preclude a potentially significant impact.

2.5 Public Utility Systems and Water Quality

Impact: The airport facilities and operations pursuant to the Master Plan will use water and generate wastewater, stormwater, and solid waste.

Finding: Impact on water, water quality, sewer, and drainage facilities and service systems will be less than significant as identified in the Final EIR. However, even though the project includes all requisite waste-reduction measures, project-specific and cumulative impact on solid waste facilities, including hazardous materials facilities, is considered significant due to the projected county-wide shortage of landfill space, even with the changes or alterations that have been required of or incorporated into the project that will substantially lessen this environmental impact.

Facts in Support of the Finding - Water: The airport will continue to be served by the existing domestic water and fire water facilities and systems. The project will result in a net new water use of approximately 11.4 acre feet of water per year. The existing systems and facilities, together with the provision of onsite improvements, have the capacity to accommodate the project. No mitigation beyond mandatory compliance with existing water conservation and system connection requirements, including payment of fees, is necessary.

Facts in Support of the Finding – Wastewater: The airport will generate approximately 5,750 gallons of net new wastewater per day. Local and regional capacity is considered sufficient to transport and treat this wastewater. In compliance with the existing standard procedures, fees to connect to local and regional sewer systems will be paid based upon expected discharge. Any on-site sewerage system improvements will be reviewed by the City, as part of the City's standard development review and approval procedures. Mandatory compliance with these existing requirements will ensure that impact will be less than significant.

Facts in Support of the Finding – Water Quality and Drainage: The airport is fully built out and covered with pavement for runways, aprons, and other aviation amenities, as well as airport facilities and support structures. Therefore, the provision of new hangars and other improvements pursuant to the Master Plan will not substantially change either the amount or the rate of the stormwater runoff flows currently generated from the airport site. The Master Plan provides for all necessary drainage improvements, including catch basin inlets and storm drain pipes that will connect and drain in the same manner as the existing storm drain systems. Impact will be less than significant. No additional mitigation beyond compliance with existing City and County requirements, including the National Pollutant Discharge Elimination System (NPDES) requirements, is necessary.

Facts in Support of the Finding – Solid Waste: The airport will generate approximately 173 tons of net new solid waste per year. In compliance with existing City requirements, space will be allocated either within new buildings or in outdoor areas for collection and storage of recyclable materials. Green waste produced during landscape maintenance will continue to be hauled from the airport for reuse or recycling. All hazardous waste generated at the airport will continue to be disposed of in strict compliance with all applicable federal, state, and local regulations at fully permitted landfills and other facilities.

Nonetheless, even with full compliance with City waste reduction regulations and implementation of the identified mitigation measures, the airport operations pursuant to the Master Plan will result in additional waste disposal at regional landfills. Since Los Angeles County forecasts a county-wide shortage of landfill space in the future even with the full achievement of the 50% diversion mandates, the addition of waste from the project is considered a significant project-specific as well as cumulative impact, even though the project will comply with all applicable existing waste reduction requirements. The shortage of landfill space is a regional issue that requires regional solutions.

2.6 Airport Safety

Impact: The Master Plan will result in increased aircraft operations operating at and from the airport.

Finding: Impact will be less than significant as identified in the Final EIR.

Facts in Support of the Finding: The implementation of the Master Plan will result in modifications to the airport's physical characteristics and operating patterns. Aircraft operations are anticipated to increase and diversify based on demand for the airport's general aviation facilities. Physical improvements provided for in the Master Plan are intended to improve airport safety and accommodate this demand. Implementation of declared distances will further enhance safety.

Physical improvements proposed include relocation of the control tower out of the building restriction line (BRL), rehabilitation of the runway and aprons, and construction of new hangars. Relocation of the control tower will improve safety by moving it further from operating aircraft, out of the BRL and runway object free area (ROFA). Rehabilitation of the runway and aprons will better accommodate aircraft expected to operate out of the airport. Taxiway S may be reduced in width, consistent with applicable standards. New hangars will be constructed outside of the BRL, ROFA, and RPZ (runway protection zone) to accommodate growth in aircraft operations. Pavement and edge marking will be improved, and islands between the

runway and adjacent paved areas will be painted green. Improved fencing and drainage will be installed.

All improvements proposed are aviation-related and therefore are consistent with the Comprehensive Land Use Plan (CLUP) and Caltrans Handbook. No new buildings are proposed within the BRL or RPZ. New taxi parking will be outside of the OFA.

The FAA will review the Airport Layout Plan (ALP) resulting from the Master Plan for safety. Prior to beginning any specific improvements, the airport must coordinate with FAA to ensure that the improvement is consistent with all applicable regulations, including the ALP. Likewise, the ALUC will review the Master Plan and physical improvements for consistency with the CLUP. Any projects involving state funding will be reviewed by Caltrans. The potential impact from the physical improvements on aircraft safety will be less than significant, and overall is expected to be beneficial.

The Master Plan provides for the projected growth in operations and changing mix in aircraft type using the airport. These actions are consistent with FAA, Caltrans, and SCAG aviation planning objectives. However, increased operations may result in an increased probability of an accident; the accident locations for twin and other multi-engine airplanes, including jets, are comparatively more stretched out than those for single-engine airplanes. Nevertheless, the probability of a catastrophic accident is remote, and will not increase substantially since the airport will continue to be used by small aircraft, primarily single engine aircraft, accounting for more than 70% of operations. The multi-engine aircraft operations are projected to constitute only 11.3% of all operations, and the business jet aircraft – which is projected to rise to 7% of future operations, is anticipated to be primarily the new, very light jet (micro-jet) aircraft. The future volume of operations will be below the airport's historical levels. Existing standard rules and regulations for flight operations will continue to minimize the chance of an accident due to pilot error. Compliance with existing operating procedures will work to minimize an accident at the airport.

Pursuant to Public Utilities Code Section 21676(c), the ALUC will determine whether the proposed Master Plan is consistent with the adopted CLUP. The FAA will review components of the Master Plan as well for consistency with federal regulations, and for approval of the ALP. Caltrans will review any Master Plan improvements involving state funds. Growth in operations and the projected changes in aircraft fleet mix will not substantially increase safety hazards. Overall, implementation of the Master Plan, including control tower relocation and runway rehabilitation and modifications to the airport's declared runway distances, is expected to result in beneficial safety effects. Continued compliance with standard pilot operating procedures will work to minimize the highly unlikely probability of an accident. For these reasons, impact will be less than significant.

2.7 Hazardous Materials

Impact: Airport operations include the generation, use and transportation of hazardous materials, and the storage of various types of fuel. Vought Aircraft Industries, Inc. leases an area on the south-eastern portion of the airport, which is utilized for storage, including hazardous materials such as sodium hydroxide, chlorobenzofenol, nitric acid, hydrochloric acid, and others.

Finding: Compliance with existing rules and regulations regarding hazardous waste and materials and implementation of the identified mitigation measures will ensure that impact will be less than significant.

Facts in Support of the Finding: Due to the extensive safety procedures and measures mandated and required by local, State, and Federal laws that govern contaminated materials encountered during construction, worker health and safety and the environment will be protected to the maximum extent possible. Moreover, required compliance with all applicable regulations that involve the use and transport of hazardous substances, including SCAQMD Rule 1403, Asbestos Emissions from Renovation/Demolition Activities, for proper handling and disposal of asbestos-containing materials, will minimize the risk of an accidental release of hazardous materials during construction. Other known hazardous substances and toxic emissions are controlled by existing rules and regulations regarding lead-based paint, polychlorinated biphenyls, and contaminated soils. Mandatory compliance with these required procedures will ensure a less than significant impact related to the removal of these materials during construction.

Multiple and extensive local, regional, State, and federal regulations control the transport, use, storage, dispensing, and disposal of hazardous materials. While mandatory compliance with these regulations will preclude a significant impact, mitigation has been identified to further minimize impact.

The following mitigation measures will be implemented:

1. The airport will continue to coordinate with users for safe transport, use, dispensing, storage, and disposal of hazardous materials, including fuel and maintenance supply materials.

2. The airport will continue to cooperate with agencies that oversee remediation efforts underway for soil and groundwater contamination on the property to the south of the airport.

3. Any contaminated soils and/or other hazardous materials will be handled in strict compliance with all requisite regulations if disturbed during demolition and/or construction activities.

4. Demolition activities involving structures with lead-based paint and/or asbestos-containing materials will be carried out according to South Coast Air Quality Management District's regulations and applicable regulations of other regulatory agencies.

5. If underground and/or aboveground storage tanks are removed, including any underground tanks discovered during construction, the tanks will be removed in strict compliance with existing established procedures and regulations.

6. In the event that the lease to Vought Aircraft Industries on the south side of the airport ends, additional delineation and soil sampling, and if necessary remediation, will be undertaken prior to termination of the lease.

Compliance with existing rules and regulations regarding hazardous waste and materials and implementation of the identified mitigation measures will ensure that impact will be less than significant.

2.8 Construction Effects

Impact 1 – Air Quality: During construction of individual facilities and improvements, short-term air quality impact will result from worker travel emissions, construction equipment emissions, and dust from demolition and grading. Construction activities typically have the potential to result in generation of substantial dust (PM10) and oxides of nitrogen (NO_x) from diesel-powered, heavy construction equipment. These emissions may impact nearby sensitive receptors. Compliance with standard rules and regulations regarding toxic air contaminants will ensure less than significant impacts.

Finding: The changes or alterations that have been required of or incorporated into the project will lessen the environmental effects as identified in the Final EIR. However, even with implementation of mitigation measures identified in the Final EIR, the project-specific and cumulative impact of criteria pollutant emissions will remain significant and unavoidable. The health effects of these emissions, which are identified previously, may result during the short-term construction of individual improvements and facilities.

Facts in Support of the Finding: The estimated peak construction emissions will exceed the SCAQMD daily threshold amount for NO_x. The peak construction emissions of carbon monoxide, PM10 and reactive organic gases will be below the significance threshold. All project construction will comply with the existing SCAQMD Rule 403 requirements. This includes suspending high-dust generating activities during high wind episodes; suspending construction activities during stage 2 or higher smog alerts; properly tuning all construction equipment; replacing ground cover in inactive disturbed areas; limiting speed at unpaved portions of a construction site to 15 miles per hour; and applying non-toxic soil stabilizers to inactive construction areas. In addition, mitigation measures have been identified to further reduce this impact.

1. During high wind episodes (wind speeds exceeding a sustained rate of 25 miles per hour), grading, demolition, or other high-dust generating activities will be suspended. (Rule 403)

2. During Stage 2 smog alerts or higher, all construction activities will be suspended. (Rule 403)

3. All construction equipment will be properly tuned. (Rule 403)

4. Low VOC-content asphalt and concrete will be utilized to the extent possible.

5. Exposed soils will be watered at least twice daily. (Rule 403)

6. Existing ground cover will be replaced in disturbed areas inactive for 10 days or more.

7. Speeds on unpaved portions of the site will be limited to less than 15 miles per hour. (Rule 403)

8. All haul trucks that carry contents subject to airborne dispersal will be covered.

9. All access points to construction sites used by haul trucks will be kept clean.

10. Trucks will be prohibited from idling in excess of 2 minutes.

11. Electricity from power poles rather than temporary diesel or gasoline generators will be used to the extent available.

12. Non-toxic soil stabilizers will be applied according to manufacturers' specifications to all previously graded areas inactive for 10 days or more.

13. Streets will be swept at the end of the day if visible soil is carried into adjacent public paved roads (recommended water sweepers with reclaimed water).

14. Wheel washers will be installed where vehicles enter and exit the construction site onto paved roads, or trucks and other equipment leaving the site will be washed off for each trip.

15. Low sulfur diesel will be used for construction equipment.

16. Construction parking will be configured to minimize traffic interference.

Although no existing onsite buildings are known to contain hazardous materials, they may contain asbestos and/or lead paint. All construction activities must comply with existing rules and regulations concerning toxic air pollutants, including Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities) for proper handling and disposal of asbestos-containing materials. If any previously unknown soils that may contain hazardous substances are disturbed, such soils must be cleaned up prior to any construction in accordance with all applicable federal, State, and local regulations. Other known toxic air contaminants are controlled by standard federal and state rules and regulations. Compliance with these existing regulations will ensure that impact related to toxic emissions during construction will be less than significant.

Even with full incorporation of identified feasible mitigation measures, short-term peak emissions could remain above the SCAQMD daily threshold amounts. These emissions may impact nearby sensitive receptors. Therefore, project-specific and cumulative impact is considered significant and unavoidable.

Impact 2 – Water Quality: Construction activity has the potential to affect water quality

Finding: Impact will be less than significant as identified in the Final EIR.

Facts in Support of the Finding: Mandatory compliance with existing regulations, including implementation of stormwater pollution prevention plans, use of best management practices (BMP), and compliance with NPDES requirements will ensure that impact will be less than significant. No additional mitigation is required.

Impact 3 – Noise: Construction activities within the project site will result in a temporary increase in ambient noise levels in the vicinity of the individual construction sites within the airport.

Finding: The changes or alterations that have been required of or incorporated into the project will lessen the environmental effects as identified in the Final EIR. While no sensitive uses adjoin the airport, sensitive residential uses are located in the vicinity. Thus, even with implementation of the mitigation measures, the impact of noise from construction activity is considered a significant, albeit intermittent, impact on these sensitive receptors.

Facts in Support of the Finding: During construction, noise from heavy equipment, power and air tools, compressors, trucks, backing bells or buzzers, and the banging and other noises from loading and unloading will occur with varying frequency and intensity. These temporary noise levels will not be continuous but will vary as equipment is used for varying lengths of time throughout the construction period. During grading and other construction, peak noise levels at 50 feet would range from 75 to 90 dB(A), with occasional higher peaks. This noise is usually limited to the immediate vicinity of construction activities.

Construction noise will impact surrounding uses. The following mitigation measures will be implemented:

1. Noise control devices shall be used when feasible. This includes, but is not limited to, equipment mufflers, enclosures, and barriers.

2. As needed and feasible, a temporary barrier of no less than 8 feet in height made of solid wood or other similar material will be provided to buffer construction activities from residential sensitive uses across 120th Street from the airport.

3. Construction activities will be limited from between 7 am to 6 pm, Monday through Friday, and from 8 am to 5 pm on Saturday, if feasible.

4. Construction will be staged as far from noise-sensitive uses as possible.

5. When feasible, quieter equipment will be used.

Impact 4 – Traffic: Construction activity will intermittently add truck and construction equipment traffic to streets in the airport area.

Finding: Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid significant effects on the environment.

Facts in Support of the Finding: The following mitigation measures will be implemented to reduce this potential impact to a level below significance.

1. If any public sidewalk is temporarily blocked by construction activities, alternate routes will be provided. Appropriate signage will be posted to direct pedestrians and bicyclists to the alternate routes.

2. If any bus stop is obstructed by construction activities, the bus stop will be temporarily relocated in cooperation with the appropriate transit provider.

3. Deliveries and other truck trips shall be scheduled during non-peak hours, to the extent feasible.

4. A flagperson will be employed to direct traffic when (and if) construction vehicles enter or leave the site from Crenshaw Boulevard and 120th Street, as needed.

5. Lane closures, if any, will be minimized.

Implementation of these mitigation measures will ensure less than significant impacts.

Impact 5 – Solid and Hazardous Waste Facilities: Construction of new facilities and improvements at the airport may result in the disposal of some contaminated soils and/or other hazardous materials. Demolished structures may contain asbestos or lead paint-containing materials. Other construction waste will be generated as well.

Finding: Compliance with existing rules and regulations regarding solid waste and materials will ensure that impact will be less than significant. However, due to the shortage of hazardous materials disposal facilities within the Los Angeles County, impact associated with potential disposal of these materials is considered potentially significant.

Facts in Support of the Finding: The City of Hawthorne adopted a comprehensive Construction and Demolition (C&D) Debris Waste Minimization Plan that is intended to increase the reuse, recycling, and composting of C&D debris in compliance with AB 939. City Ordinance No. 1770 requires that all owners, developers, and contractors of C&D debris projects over 10,000 square feet in gross floor area divert no less than 50% of the C&D debris generated, quantify projections for C&D debris generated by diversion projects, and provide a $250 deposit. The Department of Building and Safety must receive a satisfactorily completed C&D debris report prior to issuing a certificate of occupancy for new construction projects. In compliance with these existing City requirements, impact on municipal waste facilities will be less than significant. However, due to the shortage of hazardous materials disposal facilities within the Los Angeles County, impact associated with these materials is considered potentially significant.

Impact 6 – Airport Safety: Construction may involve cranes and other tall equipment. Construction activities may interfere with day-to-day airport operations in the short-term.

Finding: Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid significant effects on the environment.

Facts in Support of the Finding: Since construction activities may involve cranes and other tall construction equipment, construction will proceed in compliance with existing federal regulations which will ensure that impact is less than significant. Nevertheless, the following mitigation measure has been included to ensure compliance and preclude impact.

1. Prior to beginning any construction activities, the FAA will be notified in accordance with FAA AC 70/7460-2K by submitting a Notice of Proposed Construction or Alteration (Form 7460-1) if required.

2. Construction activities shall be undertaken in a safe manner in accordance with all FAA regulations, including AC 150/5370-2E.

3. Cranes or other construction equipment that may penetrate any Federal Aviation Regulation Part 77 imaginary surface will be marked and lighted in accordance with FAA regulations.

Section 3: Findings on Project Alternatives Considered in the Final Environmental Impact Report

The Alternatives to the Project section of the Final EIR was prepared in accordance with CEQA Guidelines Section 15126.6, which requires the analysis of a reasonable range of alternatives capable of eliminating or reducing significant adverse environmental effects of the proposed project. The following alternatives were considered but were rejected from further analysis:

Alternative Locations

The Master Plan provides for revitalization and improvements to the existing Hawthorne Municipal Airport. The airport has existed on this location since the 1940s. No vacant sites of sufficient size exist in the surrounding area to accommodate an airport. Alternative sites would require changes to air traffic patterns for the airport and possibly other nearby airports. The City has committed to continued airport operation, and relocation would neither meet the project objectives nor is considered to be feasible.

Airport Functions Transferred to Other Airports

Aircraft facilities and operations could be transferred to other nearby airports. However, these airports are operating at or near capacity and transferring operations from Hawthorne Airport to other airports would exacerbate overcrowding and congestion at those airports. Moving the airport's functions to other airports would not meet the project objectives and could result in additional impacts, including safety impacts at other locations. The City is committed to continued operation of the airport and to revitalization of this very important City and community asset.

Non-airport Uses

The Hawthorne Municipal Airport is a public, City facility that is an important community asset and the City is committed to revitalization and continued operation of the airport. Elimination of the airport and development of urban uses on the site would not meet any project objectives, could result in significant environmental impacts related to air safety, and a range of greater and additional impacts, including traffic, related to increased intensity of use.

Provide Full Airfield Design Standards

The airport does not meet the airfield design standards for certain aircraft types that may operate there, particularly D-II and higher standards. Avigation easements, property acquisition, and other actions would be required to secure additional land, and/or implement major reconstruction of an existing freeway and/or the street system to provide for the standards. Such actions would require very large resource outlays for acquiring property and easements as well as approvals and permits from a number of regulatory agencies. Significant alteration to on-site airport facilities could be required as well, depending on the nature of the off-site work.

Runway Realignment

Currently, the airport's runway is aligned off-center from the centerline of the airport property boundaries such that the east end of the runway is north of the south end. The runway could be realigned to skew in the opposite direction, such that the eastern end would be south of the western end. However, no operational or environmental benefit would be gained by such an action. In particular, the RSA would continue to be constrained in the same manner as currently. No other safety improvements would result. Runway realignment would result in redevelopment of the landside facilities, require substantial disruptions to airport operations, and involve significant resources and effort.

Reduced Runway Length

A reduction in the runway length was considered in order to improve the Runway Safety Area (RSA). The reduction in length by 220 feet on the east end and 225 feet on the west end would result in the Runway Protection Zones (RPZs) shifting in towards the airport. Overall, the runway length would be reduced by 445 feet to 4,521 feet. However, the landing length on Runway 25 would be reduced to 4,278 feet, which is about 100 feet less than is required for current airport operations.

Alternatives Considered

The analysis of the effects of the following alternatives is contained in the Final EIR:

Alternative 1: No Project
Alternative 2: Smaller Project
Alternative 3: Shift Runway West
Alternative 4: Combination of Runway Shift and Runway Reduction
Alternative 5: Installation of Engineered Materials Arresting System (EMAS)

Alternative 1. No Project

The No Project alternative, required by law to be evaluated in the EIR, considers "existing conditions...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" [CEQA Guidelines Section 15126.6 (e)(2)].

Alternative 1A: No Project - Existing Conditions

This alternative considers the airport remaining in its current condition. No aircraft operations, on-site improvements, or safety enhancements would occur.

Finding: Leaving the site in its current condition would achieve neither the City's nor applicant's objectives for the project, and is not economically desirable.

Facts in Support of the Finding: The No Project alternative would not achieve the major Master Plan objective of restoring and enhancing the role and vitality of the Hawthorne Municipal Airport. The objective to preserve and protect public and private investments in existing airport facilities would also not be achieved because no necessary infrastructure and

safety improvements would be provided to keep the airport viable. Due to the lack of safety improvements and physical facility improvements, none of the other objectives to (1) enhance the safety of aircraft operations; (2) be reflective of local, regional, State, and Federal goals, needs, and plans; (3) ensure that future development is environmentally compatible; (4) be responsive to air transportation demands, and; (5) provide for needed airport improvements in an orderly manner, would be achieved either. For these reasons, this alternative is not considered feasible.

Alternative 1B: No Project - Reasonable Development Absent the Proposed Project

This alternative considers reasonable development absent the proposed Master Plan. Under this alternative, the airport's operations would continue to be guided by the current Master Plan adopted in 1991. The current Master Plan does not provide for physical or programmatic improvements identified in the proposed Master Plan.

Finding: Pursuant to this alternative, the airport would most likely continue to be a stagnant facility. Without physical improvements, including modern hangar facilities, runway strengthening, and control tower relocation, the airport has been at a disadvantage in accommodating additional operations and the changing regional aircraft fleet mix. The north taxiway would continue to operate as it does presently. Other aprons and taxiways would remain in the current condition. No physical changes would occur, except for routine maintenance and upkeep activities to keep the airport operational. Existing safety design standards would remain constrained, with structures in the OFA and a limited RSA. Current declared distances would not change. These existing deficiencies have resulted in a dramatic and steady decline in the airport's operations, from its highest level of 245,000 in 1970, to 184,000 in 1980, to 121,000 in 1990, and to less than 71,000 in 2005.

With the overall substantial growth in regional demand for airport facilities, the operations at the airport could increase somewhat above the existing levels, notwithstanding the lack of facilities and improvements. This potential growth would be limited however, as the airport would not have the facilities to accommodate new jet and other aircraft types, projected to be the fastest growing components of the overall regional demand. Environmental effects under this alternative would generally be lesser than the project, but the Master Plan's benefits would not be achieved.

This alternative would not achieve the major Master Plan objective of restoring and enhancing the role and vitality of the Hawthorne Municipal Airport. The objective to preserve and protect public and private investments in existing airport facilities would also not be achieved because no necessary infrastructure and safety improvements would be provided to keep the airport viable. Due to the lack of safety improvements and physical facility improvements, none of the other objectives to (1) enhance the safety of aircraft operations; (2) be reflective of local, regional, State, and Federal goals, needs, and plans; (3) ensure that future development is environmentally compatible; (4) be responsive to air transportation demands, and; (5) provide for needed airport improvements in an orderly manner, would be achieved either. For these reasons, this alternative is not considered feasible.

Facts in Support of the Finding: Pursuant to this alternative, with aircraft operations at lower levels than those projected pursuant to the Master Plan, the resulting air pollutant emissions

would also be lesser. However, these emissions would still exceed the SCAQMD threshold amounts for volatile organic compounds (VOC) and carbon monoxide (CO), resulting in a significant impact. The magnitude of the aircraft noise impact could be reduced in comparison with the proposed Master Plan, with the 65 CNEL airport noise contours extending over smaller areas. However, with no comprehensive mitigation program to reduce this impact, the residual effects could be greater than those of the proposed Master Plan.

Demand for public services and utilities would be lesser since no new hangars or other support facilities would be constructed. Drainage and other infrastructure improvements would not be provided under this alternative, eliminating beneficial water quality effects. Without safety improvements, including the tower relocation and declared distances procedures, the safety level at the airport would not be enhanced. The airport activities would continue to generate waste, including hazardous waste, that would need to be disposed of at regional facilities and hence, result in a significant impact on those facilities. Since airport activities would be limited to general maintenance and would not include construction of physical improvements, short-term construction-related emissions, noise, and traffic effects would be substantially reduced.

Alternative 2. Smaller Project

This alternative considers provision of fewer facilities and improvements in comparison with the Master Plan. The smaller project alternative would result in fewer new hangars, whereby instead of 190,000 square feet of new hangars, 100,000 square would be constructed. With less hangar space than projected to be needed to accommodate the changing aircraft fleet mix, the number of new operations at the airport would be expected to be smaller than that projected pursuant to the Master Plan at up to about 100,000 annual operations, or about half of the increase in operations projected pursuant to the Master Plan. Other Master Plan improvements would be implemented, including declared distances, runway rehabilitation, and tower relocation.

Finding: This alternative has the potential to reduce the magnitude of impacts over the short-term. However, over the long-term, demand for aviation would likely result in environmental impacts similar to those under the proposed Master Plan. In any case, this alternative would not reduce potentially significant and unavoidable impacts to less than significant levels.

The smaller project alternative would preserve and protect public and private investments in existing airport facilities, enhance the safety of aircraft operations, and ensure that future development is environmentally compatible. However, it would not enhance the role and vitality of the Hawthorne Municipal Airport, or be reflective of local, regional, State, and Federal goals, needs, and plans to the same degree as the project because it would not provide for needed facilities to support operational levels projected for the airport. Since the Master Plan is demand-based, this alternative would not be responsive to future regional needs. The reduction in hangar space would not be responsive to demand for these facilities, which are in short supply regionally. Overall, this alternative would not provide for needed airport improvements in an orderly manner to the same extent as the Master Plan. This alternative may not be viable in

the long term since growth in regional demand would most likely result in the need to provide additional hangar space at the airport over the life of the Master Plan. For these reasons, this alternative is not considered feasible at the present time.

Facts in Support of the Finding: Pursuant to this smaller project alternative, the magnitude of the long-term air quality impact would be reduced relative to that of the project. Nonetheless, VOC and CO emissions would exceed the SCAQMD threshold criteria and would remain a significant and unavoidable impact. With the smaller increase in of operations, a smaller number of sensitive uses would be located within the 65 CNEL airport noise contours, reducing the magnitude of a significant impact. The same mitigation as with the Master Plan would reduce this impact to a less than significant level.

Short-term construction impacts would be slightly reduced relative to the project, but air quality and noise impacts would still remain significant and unavoidable with construction of 100,000 versus 190,000 square feet of hangar space. Airport safety, hazardous materials, and public services impacts would be similar to those of the Master Plan. Demand for utilities would be reduced with the reduction in hangar space, and would still be accommodated by existing infrastructure.

The most likely and most probable case is that the growing regional demand would result in the need to provide additional hangar space up to 190,000 square feet at the airport over the life of the Master Plan. Pursuant to this alternative, this would necessitate an amendment or revision to the Master Plan. With the amendment, the environmental effects over the life of the Master Plan would be the same as those of the proposed Master Plan.

Alternative 3: Shift Runway West

Pursuant to this alternative, the runway would be shifted west to provide for the extended RSA. In order to provide for an extended RSA off the east end of the runway while inside the blast fence, the runway would be shifted 220 feet west. The shifted runway and the extended RSA off the west end would extend across Prairie Avenue, a major arterial street. Pursuant to this alternative, Prairie Avenue would be relocated and lowered into a tunnel of approximately 400 feet in length under the relocated runway. This alternative would require property acquisition of at least 6 acres to the west for an expanded RSA and the localizer, which would be relocated out of the RSA. The RPZ would also shift further to the west proportionally to the end of the runway. Other Master Plan components, including runway rehabilitation, tower relocation, and new hangars would be the same as planned in the proposed Master Plan. Aircraft operations would grow as projected to the same levels as with the Master Plan.

Finding: This alternative generally would result in similar long-term environmental impacts as the Master Plan. Short-term impacts would be greater due to the construction activities that would be required. Aircraft safety would be enhanced to a greater degree than under the Master Plan.

This alternative would preserve and protect public and private investments in existing airport facilities and enhance the safety of aircraft operations. It would also be generally reflective of local, regional, State, and Federal goals, needs, and plans, and would be responsive to air transportation demands. However, acquisition of a 6-acre existing residential area and commercial uses for airport use would not be consistent with the City's General Plan land use

objectives. Due to the extensive offsite construction required to build a tunnel for Prairie Avenue and shift the runway, this alternative would provide for needed airport improvements in a less orderly manner than with the Master Plan. Overall, this alternative would require massive resource outlays that would preclude cost-effectiveness, coordination efforts with a number of permitting regulatory agencies, and relocation of businesses and residents, and is not considered feasible.

Facts in Support of the Findings: Long-term environmental impacts pursuant to this alternative would be similar to those of the proposed Master Plan. With the same levels of operations, aircraft air pollutant emissions would be the same as with the Master Plan. Although the airport's 65 CNEL contour would shift to the west, property acquisition – which entails removal of existing residences – might reduce the total number of residences located within the contour. This smaller number of residences would still be affected, but mitigation is available to preclude significant impacts. Construction impacts would be significantly greater, as this alternative involves major demolition of existing uses, construction of the tunnel, and reconstruction of Prairie Avenue, in addition to construction of the runway and other airport facilities and improvements. Hence, significantly greater short-term traffic, noise, and air quality impacts would result.

Property acquisition would also displace homes and businesses, generating potential significant effects related to relocation of residents and businesses and the need for replacement housing elsewhere. Public service, utility, and hazardous materials impacts would be similar to those with the Master Plan, although major temporary disruptions to vehicular traffic and greater hazardous waste generation could be expected during construction.

Aircraft safety would be enhanced to a greater extent due to the expanded RSA and buffer areas provided.

Alternative 4: Combination of Runway Shift and Runway Reduction

This alternative considers shifting the airport's runway to the west along with a reduction in runway length in order to increase the RSA, and would involve reducing the length of the runway to 4,780 feet, and shifting the east end of the runway 220 feet to the west to provide for a standard 300 by 150-foot RSA. This RSA off the west end would extend over Prairie Avenue. However, no tunneling under Prairie Avenue would be required, and instead, Prairie Avenue would be relocated and realigned to form an arch along the airport. The localizer would be relocated to the west outside of the RSA. This alternative would require acquisition of at least 6 acres of property to the west to accommodate the relocated roadway. With these improvements, the RSA would be enhanced but the runway would be 176 feet shorter than the existing airport runway. Other Master Plan components, including runway rehabilitation, tower relocation, and new hangars would be the same as planned in the proposed Master Plan. Aircraft operations would be expected to grow but slightly below the levels projected with the Master Plan because the shortened runway would not have the capacity to accommodate some types of aircraft.

Finding: This alternative would generally result in similar environmental impacts as the Master Plan project, although short-term construction impacts would be greater. This alternative would enhance the safety of aircraft operations to a greater extent than with the Master Plan. This alternative would also preserve and protect public and private investments in existing airport

facilities. Although this alternative would be reflective of local, regional, State, and Federal goals, needs, and plans, the realignment of Prairie Avenue and associated property acquisition for airport uses would be inconsistent with the City's General Plan land use objectives. Although this alternative ultimately would ensure that future development is environmentally compatible, construction activities would result in greater impacts over the short term. This alternative would be responsive to air transportation demands, similar to the project, although the reduced runway would not accommodate certain types of aircraft currently operating at the airport. Due to the extensive offsite construction required to realign Prairie Avenue and shift the runway, this alternative would provide for needed airport improvements in a less orderly manner than with the Master Plan. Overall, this alternative would require massive resource outlays that would preclude cost-effectiveness, coordination efforts with a number of permitting regulatory agencies, and relocation of businesses and residents, and is not considered feasible.

Facts in Support of the Finding: This alternative would result in long-term environmental impacts similar to those with the Master Plan. Since aircraft operations would grow to levels only slightly lower than those with the Master Plan, criteria pollutant emissions would not be significantly reduced and would remain as a significant and unavoidable impact. The airport's 65 CNEL noise contour would shift westerly due to the added RSA and thus extend further into the residential and other areas across Prairie Avenue. However, the 6–acre property acquisition – which entails removal of existing residences – might reduce the total number of residences located within the contour. This smaller number of residences would still be affected, but mitigation is available to preclude significant impacts.

The realignment of Prairie Avenue could result in awkward intersection layout, potentially reducing traffic safety. The realignment and property acquisition would also displace homes and businesses, generating potentially significant effects related to relocation of residents and businesses and the need for replacement housing elsewhere. Construction impacts would be significantly greater, as this alternative involves major demolition of existing uses and realignment of Prairie Avenue, in addition to construction of the runway and other airport facilities and improvements. Hence, short-term traffic, noise, and air quality impacts would be of significantly greater severity and duration.

Public service, utility, and hazardous materials impacts would be similar to those with the Master Plan, although major temporary disruptions to vehicular traffic and greater hazardous waste generation could be expected during construction.

Aircraft safety would be enhanced to a greater extent than under the project due to the additional RSA and buffer areas provided.

Alternative 5: Installation of Engineered Materials Arresting System (EMAS)

This alternative considers installation of an engineered materials arresting system (EMAS) at the end of the runway to enhance aircraft operation safety and supplement the non-standard RSA behind a relocated west end of the runway. This system would work to slow and/or stop aircraft overshooting the runway. The EMAS bed would be 130 feet long by 120 feet wide, with a 35-foot lead-in section behind a relocated west end of the runway. If determined feasible, the localizer would be placed on frangible couplings within the EMAS bed. If not feasible, the

EMAS would be installed when the localizer is decommissioned. The effective runway length would be enhanced and would better accommodate the existing larger aircraft using the airport.

Except for these changes, this alternative would be identical to the Master Plan. Aircraft operations would grow to the levels as projected with the Master Plan. New hangars would be constructed, as with the Master Plan. Other Master Plan improvements, including runway rehabilitation and tower relocation, would be provided pursuant to this alternative as well.

Finding: This alternative would result in similar environmental impacts as the Master Plan. The alternative would enhance the overall aircraft operations safety to a greater extent than with the Master Plan due to the provision of a physical barrier to prevent potential aircraft overshoot. The alternative would preserve and protect public and private investments in existing airport facilities to the same degree as the project. The alternative would also be reflective of local, regional, State, and Federal goals, needs, and plans and it would ensure that future development is environmentally compatible. This alternative would be responsive to air transportation demands to a greater extent than the Master Plan due to the enhanced effective runway length that can better accommodate aircraft using the airport. As with the Master Plan, this alternative would provide for needed airport improvements in an orderly manner. However, this alternative is not considered feasible due to its reduced effectiveness for smaller and lighter aircraft – which is the primary aircraft type using the airport, and the substantial capital outlays necessary to install and maintain the EMAS system.

Facts in Support of the Finding: This alternative would result in environmental impacts similar to those of the Master Plan. With the same number of aircraft operations, this alternative would result in the same long-term emissions of criteria pollutants and the associated significant and unavoidable impact. The 65 CNEL noise contours would extend to the west similar as with the Master Plan, requiring the same mitigation to reduce the noise impact. Demand for public services and utilities would be the same as with the Master Plan as would the impact related to generation of municipal and hazardous waste. Short-term construction impacts would increase slightly in order to construct the EMAS, but would for all practical purposes be very similar to those of the Master Plan. Overall aircraft operations safety could be enhanced due to the provision of a physical barrier to prevent potential aircraft overshoot. However, to EMAS is most effective for larger aircraft that weigh over 17,000 pounds and requires longer extended RSA. Therefore, this alternative is less feasible for the Hawthorne Municipal Airport since it is primarily used by smaller and lighter aircraft – which also requires a shorter RSA. In addition, the installation and maintenance of the EMAS pursuant to this alternative would require substantial capital outlays that will preclude cost-effective airport development.

Section 4. Statement of Overriding Considerations

CEQA requires decision-makers to balance the benefits of a project against the significant unavoidable environmental effects in determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (CEQA Guidelines Section 15093 [a]). However, CEQA requires the Lead Agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the

FEIR or elsewhere in the administrative record (CEQA Guidelines Section 15093 [b]). The Lead Agency's statement is referred to as a Statement of Overriding Considerations.

The following adverse impacts of the Hawthorne Municipal Airport Master Plan project are considered significant and unavoidable based on the findings contained in the Draft EIR, Final EIR, and the Findings discussed in Section 2 of this document.

- Project-specific and cumulative air quality impact from aircraft emissions
- Cumulative air quality impact from vehicular emissions
- Cumulative noise impact from aircraft operations
- Project-specific and cumulative contribution to solid and hazardous waste disposal at regional landfill facilities during construction and operation
- Short-term project-specific and cumulative air quality and noise impacts from construction activities

Based on substantial evidence in the record, the City of Hawthorne finds that economic, legal, social, technological, or other benefits of the proposed project outweigh the unavoidable adverse environmental effects of the project, and the adverse environmental effects are considered acceptable when the following project benefits are considered.

- Restoring and enhancing the role and vitality of the Hawthorne Municipal Airport
- Enhancing the safety of aircraft operations
- Being responsive to air transportation demands
- Providing for needed airport improvements in an orderly manner
- Ensuring that future airport development is environmentally compatible
- Preserving and protecting public and private investments in existing airport facilities
- Being reflective of local, regional, state, and federal goals, needs, and plans
- Generating revenues to offset City costs incurred in providing municipal services to the airport

Section 5: Citations

Printed References

City of Hawthorne, Final Environmental Impact Report for Hawthorne Municipal Airport Master Plan. March 2007.

City of Hawthorne, Draft Environmental Impact Report for Hawthorne Municipal Airport Master Plan. January 2007.

EXHIBIT D
Mitigation Monitoring Program

Environmental Mitigation Monitoring Program
Hawthorne Municipal Airport Master Plan

Section 1: Authority

This Environmental Mitigation Monitoring Program has been prepared pursuant to Section 21081.6 of the California Environmental Quality Act, known as CEQA (Public Resources Code Section 21000 et seq.), to provide for the monitoring of mitigation measures required for the Hawthorne Municipal Airport Master Plan, as set forth in the Final Environmental Impact Report (Final EIR) prepared for the project. This report will be kept on file at the City of Hawthorne located at 4455 West 126th Street, Hawthorne, CA 90250.

Section 2: Monitoring Schedule

The City of Hawthorne as the Lead Agency will be responsible for ensuring compliance with mitigation monitoring applicable to implementation of the project. Staff will prepare or cause to be prepared reports identifying compliance with mitigation measures, as appropriate. Once construction of individual improvement projects pursuant to the Master Plan has begun and is underway, monitoring of the mitigation measures associated with construction will be carried out by the City/Hawthorne Municipal Airport. Once construction has been completed, the City/Hawthorne Municipal Airport will monitor the project as deemed necessary.

Section 3: Changes to Mitigation Measures

Any substantive change in the monitoring and reporting program made by the Lead Agency will be reported in writing. Modifications to the mitigation measures may be made by the Lead Agency subject to one of the following findings, documented by evidence included in the record:

a. The mitigation measure included in the Final EIR and the Mitigation Monitoring Program is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

b. The modified or substitute mitigation measure to be included in the Mitigation Monitoring Program provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the Mitigation Monitoring Program; and

The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the City Council and other responsible hearing bodies in their decision on the Final EIR and the proposed project; and

The modified or substitute mitigation measures are feasible, and the City, through measures included in the Mitigation Monitoring Program or other City procedures, can assure their implementation.

Section 4: Support Documentation

Findings and related documentation supporting the findings involving modifications to mitigation measures will be maintained in the project file with the Mitigation Monitoring Program and will be made available to the public upon request.

Section 5: Mitigation Monitoring Matrix

The mitigation monitoring matrix on the following pages identifies the required mitigation measures and the time frame for monitoring.

Section 6: Responsible Agencies

The Hawthorne Municipal Airport is a City-owned general aviation reliever airport. The non-runway areas of the airport are operated by Hawthorne Airport, LLC under a lease from the City of Hawthorne. Hawthorne Airport, LCC is responsible for the implementation of mitigation measures affecting non-runway areas. The City/Hawthorne Municipal Airport is responsible for implementing and monitoring mitigation measures, including the monitoring of mitigation measures implemented by Hawthorne Airport, LCC.

Section 7: Records

The completed monitoring program checklist will be retained in the City project file and will be available for public inspection on proper request.

Section 8: Fees

The City/Hawthorne Municipal Airport may charge and collect from Hawthorne Airport, LLC and/or any project proponent a fee in the amount of the anticipated actual cost for monitoring all mitigation measures, including consultant services and costs of administration, for a project as described in this program. Hawthorne Airport, LLC likewise may charge and collect from any project proponent a fee in the amount of the anticipated actual cost for monitoring all mitigation measures, including consultant services and costs of administration, for a project as described in this program. A deposit may be required to be applied toward this fee. Any unused portion of the deposit will be refunded. In the case of a project where the applicant will not be associated with the project after construction, the anticipated cost of operation of the mitigation monitoring program may be charged for an appropriate period in advance.

Section 9: Agreement

A separate agreement may be required from the Hawthorne Airport, LLC specifying in greater detail the nature of the mitigation monitoring program and its fiscal responsibility for the monitoring program, including the manner of payment, penalties for noncompliance, and financial security arrangements (such as performance bonds). The Hawthorne Airport, LLC's responsibilities for monitoring and reporting the status of specific mitigation measures will also be included in this agreement, as will any other pertinent issues identified by the City/Hawthorne Municipal Airport or Hawthorne Airport, LLC.

Section 10: Sanctions/Penalties

The City/Hawthorne Municipal Airport may levy sanctions or penalties for violations of conditions listed in the monitoring program. These sanctions and penalties may include:

1. Civil penalties/fines according to City codes
2. "Stop work" orders

3. Revocation of permits
4. Holding issuance of Certificate of Occupancy until completion of work
5. Forfeiture of performance bond
6. Implementation of measures by the Hawthorne Municipal Airport with appropriate charges to the applicant based on mitigation monitoring program agreements
7. Imposition of fines for non-compliance with operational measures such as limiting time for idling trucks, use of electric power or alternative fuels for on-site vehicles (forklifts and yard goats) to the extent feasible, and other similar monitoring/enforcement staff on the project site to ensure compliance

Section 11: Dispute Resolution

In the event of a disagreement between the City/Hawthorne Municipal Airport and Hawthorne Airport, LLC regarding the monitoring program, including manner of payment, penalties for noncompliance, and financial security arrangements, the following procedures will be followed:

1. The City/Hawthorne Municipal Airport's representative will attempt to resolve the disagreement. If the disagreement cannot be resolved, the Hawthorne Municipal Airport's representative will prepare a report documenting the source of the dispute and the City/Hawthorne Municipal Airport's position.

2. The City/Hawthorne Municipal Airport's representative will take the report to the City Council, which will determine the resolution of the disagreement. The decision of the City Council will be final.

Mitigation Monitoring Matrix

Mitigation Measures	When Applied	Monitoring Agency	Verified Date/Initial
Construction Air Quality			
1. During high wind episodes (wind speeds exceeding a sustained rate of 25 miles per hour), grading, demolition, or other high-dust generating activities will be suspended. (Rule 403)	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
2. During Stage 2 smog alerts or higher, all construction activities will be suspended. (Rule 403)	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
3. All construction equipment will be properly tuned. (Rule 403)	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
4. Low VOC-content asphalt and concrete will be utilized to the extent possible.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
5. Exposed soils will be watered at least twice daily. (Rule 403)	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
6. Existing ground cover will be replaced in disturbed areas inactive for 10 days or more.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
7. Speeds on unpaved portions of the site will be limited to less than 15 miles per hour. (Rule 403)	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
8. All haul trucks that carry contents subject to airborne dispersal will be covered.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
9. All access points to construction sites used by haul trucks will be kept clean.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
10. Trucks will be prohibited from idling in excess of 2 minutes.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
11. Electricity from power poles rather than temporary diesel or gasoline generators will be used to the extent available.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
12. Non-toxic soil stabilizers will be applied	During construction	Hawthorne	

Mitigation Measures	When Applied	Monitoring Agency	Verified Date/Initial
according to manufacturers' specifications to all previously graded areas inactive for 10 days or more		Municipal Airport and Hawthorne Airport, LLC	
13. Streets will be swept at the end of the day if visible soil is carried into adjacent public paved roads (recommended water sweepers with reclaimed water).	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
14. Wheel washers will be installed where vehicles enter and exit the construction site onto paved roads, or trucks and other equipment leaving the site will be washed off for each trip.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
15. Low sulfur diesel will be used for construction equipment.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
16. Construction parking will be configured to minimize traffic interference.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
Construction Noise			
1. Noise control devices will be used when feasible. This includes, but is not limited to, equipment mufflers, enclosures, and barriers.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
2. As needed and feasible, a temporary barrier of no less than 8 feet in height made of solid wood or other similar material will be provided to buffer construction activities from residential sensitive uses across 120th Street from the airport.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
3. Construction activities will be limited from between 7 am to 6 pm, Monday through Friday, and from 8 am to 5 pm on Saturday, if feasible.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
4. Construction will be staged as far from noise-sensitive uses as possible.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
5. When feasible, quieter equipment will be used.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
Aircraft Noise			
1. The required Part 150 noise compatibility study will be conducted after the year 2010 at the time the major facilities and improvements are in place at the airport and/or the airport operations reach the level appropriate for the acoustical analysis, as determined by the City. If the study determines that noise levels at the affected	During operation, after year 2010 or as determined by the City/Hawthorne Municipal Airport	Hawthorne Municipal Airport	

Mitigation Measures	When Applied	Monitoring Agency	Verified Date/Initial
residences and other noise-sensitive uses are 65 CNEL or higher and an interior noise level exceeds 45 CNEL, a noise attenuation program will be implemented to reduce interior noise levels to 45 CNEL, as identified and defined in the study. The program will include specific schedules for completion of the identified attenuation measures for each identified affected area as identified in the study and approved by the City. The study will also identify funding sources, mechanisms, and financial responsibilities for implementation of the identified attenuation measures, as approved by the City. Specific measures included in the program to achieve this reduction may include but are not limited to the following: • Installation of acoustically rated windows, including double pane windows • Acoustical window glazing • Installation of sound reducing insulation • Installation of carpeting • Caulking around doors and windows • Upgrade of HVAC to include noise filtering mechanisms • Other measures as approved by the City			
Police Protection Services			
1. All areas and routes through the airport will be clearly and plainly marked. The protocol for entering restricted areas of the airport will be provided to the Hawthorne Police Department, and such protocols will be developed by the airport personnel and FAA personnel in consultation with the Hawthorne Police Department.	During operation	Hawthorne Municipal Airport, Hawthorne Police Department, Hawthorne Airport, LLC, and FAA	
2. The airport personnel will work with the Police Department to address the feasibility and methods of relocating the existing Police Department hangar.	During operation	Hawthorne Municipal Airport, Hawthorne Police Department, and Hawthorne Airport, LLC	
Hazardous Materials			
1. The Airport will continue to coordinate with users for safe transport, use, dispensing, storage, and disposal of hazardous materials, including fuel and maintenance supply materials.	During operation	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
2. The Airport will continue to cooperate with agencies that oversee remediation efforts underway for soil and groundwater contamination on the property to the south of the Airport.	During operation	Hawthorne Municipal Airport	
3. Any contaminated soils and/or other hazardous materials will be handled in strict compliance with all requisite regulations if	During construction	Hawthorne Municipal Airport and Hawthorne	

Mitigation Measures	When Applied	Monitoring Agency	Verified Date/Initial
disturbed during demolition and/or construction activities.		Airport, LLC	
4. Demolition activities involving structures with lead-based paint and/or asbestos-containing materials will be carried out according to South Coast Air Quality Management District's regulations and applicable regulations of other regulatory agencies.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
5. If underground and/or aboveground storage tanks are removed, including any underground tanks discovered during construction, the tanks will be removed in strict compliance with existing established procedures and regulations.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
6. In the event that the lease to Vought Aircraft Industries on the south side of the airport ends, additional delineation and soil sampling, and if necessary remediation, will be undertaken prior to termination of the lease.	Prior to lease termination (if applicable)	Hawthorne Municipal Airport	
Construction Traffic			
1. If any public sidewalk is temporarily blocked by construction activities, alternate routes will be provided. Appropriate signage will be posted to direct pedestrians and bicyclists to the alternate routes	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
2. If any bus stop is obstructed by construction activities, the bus stop will be temporarily relocated in cooperation with the appropriate transit provider.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
3. Deliveries and other truck trips will be scheduled during non-peak hours, to the extent feasible.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
4. A flagperson will be employed to direct traffic when (and if) construction vehicles enter or leave the site from Crenshaw Boulevard and 120th Street, as needed.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
5. Lane closures will be minimized.	During construction	Hawthorne Municipal Airport and Hawthorne Airport, LLC	
Airport Safety During Construction			
1. Prior to beginning any construction activities, the FAA will be notified in accordance with FAA AC 70/7460-2K by submitting a Notice of Proposed Construction or Alteration (Form 7460-1) if required.	Prior to construction	Hawthorne Municipal Airport, Hawthorne Airport, LLC, and FAA	
2. Construction activities will be undertaken in a	During construction	Hawthorne	

Mitigation Measures	When Applied	Monitoring Agency	Verified Date/Initial
safe manner in accordance with all FAA regulations, including AC 150/5370-2E.		Municipal Airport, Hawthorne Airport, LLC, and FAA	
3. Cranes or other construction equipment that may penetrate any FAR Part 77 imaginary surface will be marked and lighted in accordance with FAA regulations.	During construction	Hawthorne Municipal Airport, Hawthorne Airport, LLC, and FAA	

EXHIBIT E
Public Works Department Recommendation and
Planning Department Recommendation

MEMORANDUM

TO: **Jim Harris/Steve Benson**
Coffman Associates
FROM: **Harold Roth**
Director of Planning and Community Development
SUBJECT: **Hawthorne Municipal Airport Master Plan**
DATE: **March 29, 2007**

As discussed last week, the final printing of the Master Plan should include the following correction to the Section **Approach and Departure Zones and Surfaces**, Page 4-12, third paragraph:

The City of Hawthorne has worked with developers to maintain this RPZ free of incompatible uses. As a result, the redeveloped area within the east RPZ has been effectively limited to roads, ~~and~~ auto parking**, and such other uses as the City determines to be compatible**. While discouraged, auto parking **and other such uses are** ~~is~~ permitted in the RPZ as long as the approach and departure surfaces are maintained clear. The lights in the parking lots **and other structures** have been designed to remain below a 34:1 approach surface to the runway as well.

CITY OF HAWTHORNE

"CITY OF GOOD NEIGHBORS"

4455 West 126th Street • Hawthorne, California 90250-4482

PLANNING & COMMUNITY DEVELOPMENT

(310) 349-2970
Fax (310) 644-6685

Ms. Susana Franco-Rogan
Community Studies I Section
Los Angeles County Department of Regional Planning
Airport Land Use Commission
320 West Temple Street
Los Angeles, CA 90012

April 5, 2007

RE: Hawthorne Municipal Airport Master Plan

Dear Ms. Franco-Rogan:

Enclosed please find a copy of the proposed Final Environmental Impact Report and a copy of the City of Hawthorne Planning Commission Resolution No. 2007-12, dated April 4, 2007, recommending City Council approval of the Final EIR and the Hawthorne Municipal Airport Master Plan.

Sincerely,

Harold Roth
Director of Planning and Community Development

CITY OF HAWTHORNE

PLANNING & COMMUNITY DEVELOPMENT

"CITY OF GOOD NEIGHBORS"

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Ms. Susana Franco-Rogan
Community Studies I Section
Los Angeles County Department of Regional Planning
Airport Land Use Commission
320 West Temple Street
Los Angeles, CA 90012

March 19, 2007

RE: Hawthorne Municipal Airport Master Plan

Dear Ms. Franco-Rogan:

Attached please find a copy of the proposed Hawthorne Municipal Airport Master Plan, Draft Environmental Impact Report and a check for $1,000. The items will be placed on the Hawthorne Planning Commission's April 4, 2007 meeting agenda. I will send a copy of the Planning Commission's action.

Please schedule the Master Plan to be included on ALUC's April agenda. If you have any questions, please contact me at (310) 349 2975.

Sincerely,

Harold

Harold Roth
Director of Planning and Community Development